The Hong Kong Daily Press.

No. 第五千四百七十二號 光緒乙亥年五月初二日 HONGKONG, SATURDAY, 5TH JUNE, 1875. 禮拜六 英六月五號 香港 [PRICE $2½ PER MONTH.

Arrivals.

June 4, NIZAM, British str., 2,725, C. Barlow, Bombay 17th May, Galle 22nd, Penang 27th, and Singapore 29th, General.—P. & O. S. N. Co.

June 4, HINDOSTAN, British steamer, 991, Mathewson, Calcutta 19th May, Penang 25th, and Singapore 28th, General.—D. SASSOON, SONS & Co.

June 4, PYRMONT, German bark, 444, D. Dietricksen, Whampoa 1st June, General.—OLYPHANT & Co.

June 4, MIN, British bark, 629, J. Peters, London 5th January, General.—MELCHERS & Co.

June 4, GEORGE, German bark, 750, Segelken, Cardiff 9th January, Coals.—SIEMSSEN & Co.

Clearances.

AT THE HARBOUR MASTER'S OFFICE,
JUNE 4TH.
None.

Departures.

June 4, RANCE, for Bangkok.
June 4, *YOTTUNG*, str., for Swatow.

Passengers.

ARRIVED.

Per *Nizam*, str., from Bombay, &c.:—
For Hongkong.
From Southampton.—Mr. H. Baker. From Brindisi.—Messrs. H. Gibb, Templer, R. Boyd, Foster, and Thomas. From Bombay.—Dr. Lumsdaine, Messrs. Abdoolally and Alarkia. From Singapore.—6 Chinese.
For Yokohama.
From Southampton.—Mrs. Rose, Messrs. Sawa, Manning, J. Adams, R. Adams, and Johnstone.
Per *Hindostan*, str., from Calcutta, &c.:—Messrs. Russell and Heurico, and 153 Chinese deck.

TO DEPART.

The following passengers proceed by the P. & O. Co.'s str. *Hindostan*, to-day, at noon:—For Singapore.—Mr. J. Joshua, and 35 seamen. For Bombay.—Mr. R. M. Deguaria. For Malta.—Mr. J. Farrugia. For Southampton.—Mr. and Mrs. Sampson, Major and Mrs. O'Shaughnessy, Mrs. Whittall, 2 children, 1 European and 2 native servants, Mrs. Pitman, 3 children and 2 servants, Mrs. Davis and child, Mrs. Featherstone and 2 children, Miss Carrall, Messrs. J. McIver, Daly, G. A. Bencke, J. Meldrum, A. E. Aterley, F. Johnson, M. Mattman, L. Sancoirch, D. Ross, W. Duffie, W. Gemmille, Sergeant Major C. Merritt, and Corporal Bradshaw.

Reports.

The British steamship *Hindostan* reports left Calcutta on 19th May, Penang on the 25th, and Singapore on the 28th. Experienced light Southerly winds and fine weather throughout.

The German bark *George* reports left Cardiff on 9th January. Had moderate weather throughout. On the 27th May, spoke the Russian schooner *Juli Reitz*, from St. Petersburg to the Amour River, 166 days out. On the 21st April, spoke a British ship, showing signals F.M.R.V., from Port Jackson to Point de Galle, 27 days out.

The P. & O. mail steamship *Nizam* reports left Bombay 17th May, Galle on the 22nd, Penang on the 27th, and Singapore on the 29th. From Galle had light Westerly winds and fine weather. From Singapore had light S. Westerly breezes and fine weather. On 1st June at 6 a.m., Pulo Sapata bearing S. 65, W, 49 miles, passed a British steamer, steering to the Southward, showing N.M.G.L.

The British bark *Min* reports left London on 5th January. Had strong gales from the S.W. in the Channel to 5th February; passed Anjer on 1st May. Had light winds from the E. and S.E. Off Pulo Sapata, on the 23rd, spoke the American ship *Mindora*, from Boston to Manila, 135 days out, and 27th from Sunda. On the 30th off Macclesfield Bank strong gale from the W.N.W. to S.W., lasting twenty hours, thence to port light and variable winds and calms with strong currents to the Eastward.

Vessels that have arrived in Europe from Ports in China, Japan and Manila.

(Per last Mail's Advice.)

Vessels.	*From.*	*Date of Arrival.*
Albucra	Hongkong	April 23
Scawfell	Manila	April 25
Schwan	Foochow	April 26
Etta Loring	Manila	April 29
Cosmopolyta	Iloilo	April 29
Hector (s)	China Ports	April 30
Mathilde Atheling	China Ports	April 30
Romeo	Manila	April 30

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	*From.*	*Dates.*
Fluellin	Sunderland	Oct. 5
Castria	Shields	Oct. 31
Hiberina	Glasgow	Nov. 20
Villa Franca	Liverpool	Nov. 21
Marié	Cardiff	Jan. 11
Aleda	Shields	Jan. 16
Rosetta M'Neill	New York	Jan. 21
Balgownie	London	Jan. 23
Ernest	Antwerp	Jan. 27
Kolga	Hamburg	Feb. 5
Virginia	Cardiff	Feb. 6
Silurian	Newcastle	Feb. 6
Ella	Falmouth	Feb. 7
Clarnium (s)	Shields	Feb. 8
Alirnum	Shields	Feb. 10
Golden Spur	London	Feb. 19
Hervatska	London	Feb. 25
Gustav	Cardiff	Feb. 25
Queen of the Seas	Liverpool	Feb. 27
Rollo	Lisbon	Mch. 1
Kaisow	London	Mch. 3
Devonhurst (s)	London	Mch. 10
Amadin	Swansea	Mch. 11
Androklos	Bremerhaven	Mch. 17
Midnight	Liverpool	Mch. 20
Edward James	Portland	Mch. 22
Robert Boak	Cardiff	Mch. 25
Lanercost	Cardiff	Mch. 29
Lucia	London	April 17
Melbrek	London	April 18
Lord of the Isles (s)	London	April 20
Glaucus (s)	Liverpool	April 21
Pilgrim	Newcastle	April 24

Auction Sales To-day.

J. M. ARMSTRONG.
At 12 noon,
Sundry Goods.

G. O. ROGERS, D.D.S.,
DENTIST,
No. 7, ARBUTHNOT ROAD.
tf 247 Hongkong, 1st December, 1874.

TRANSLATION.

DOCUMENTS Translated from ENGLISH into CHINESE and GERMAN.
Or from GERMAN, CHINESE, FRENCH, SPANISH, ITALIAN or PORTUGUESE, into ENGLISH, by competent hands.
Special attention paid to PROTESTS, EXTENDED PROTESTS, and other Documents containing NAUTICAL, ENGINEERING, or other TECHNICAL Terms.
Terms for European languages.—
Fair copy, per legal folio, ... $1.00
Extra copies, ... 0.25
Special agreements made for Chinese Translations or lengthy documents in other languages.
Address "TRANSLATION," care of *Daily Press* Office.
6m 2115 Hongkong, 15th December, 1874.

To be Let.

TO LET,
With Possession on the 15th April.
THE HOUSE and PREMISES known as "CRAIGELLACHIE," situated on the Bonham Road, and now in the occupation of R. JENSEN, Esq.
Good STABLING. Gas and Water laid on.
Apply to
ED. SHARP & TOLLER,
Solicitors.
tf 422 Hongkong, 15th March, 1875.

TO LET.
THE Premises known as the "THE WOODLANDS," newly painted and in Good Order.
Apply to
REMEDIOS & Co.
tf 131 Hongkong, 22nd January, 1875.

TO LET.
THE whole, or part, of the Residence known as "THE HERMITAGE."
Apply to
T. ALGAR,
9, Hollywood Road.
tf 977 Hongkong, 23rd June, 1874.

TO LET,
TWO DWELLING HOUSES and OFFICES, Nos. 14 and 16, Stanley Street, lately in the occupation of Messrs. RAYNAL & Co., which have recently been thoroughly repaired. Possession may be had from May 1st.
With Immediate Possession.
PREMISES No. 44, Queen's Road, lately in the occupation of Messrs. G. DUBOST & Co.
HOUSE No. 35, Wellington Street, thoroughly repaired, lately in the occupation of Messrs. ROSE & Co.
DWELLING HOUSE and OFFICE No. 1, Stanley Street, at present in the occupation of Messrs. DREYER & Co., possession from 1st June next.
DOUGLAS LAPRAIK & Co.
tf 2050 Hongkong, 18th May, 1875.

TO LET,
THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.
Apply to
G. FALCONER.
tf 1070 Hongkong, 7th July, 1874.

TO LET,
With Possession on 1st of April.
THE PREMISES now occupied by the INDO-CHINESE SUGAR COMPANY, LIMITED, as OFFICES, consisting of Four ROOMS on the First Floor, situated in Bank Buildings. Rent $75 per month. Apply to
T. ALGAR,
9, Hollywood Road.
tf 392 Hongkong, 10th March, 1875.

TO LET.
A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.
Apply to
S. E. BURROWS & SONS.
tf 453 Hongkong, 20th March, 1875.

TO LET.
A HOUSE in Lower Mosque Terrace, from 1st June prox.—Rent $40.
Apply to
ED. SHARP & TOLLER.
Supreme Court House,
Hongkong, 28th April, 1875. [tf 638

TO LET.
NO. 4, PECHILI TERRACE, Elgin Street.
Apply to
LANE, CRAWFORD & Co.
tf 578 Hongkong, 15th April, 1875.

TO LET.
HOUSES Nos. 2 and 3, on Morrison Hill. No. 3, can be let Furnished, or Unfurnished. Apply to
THOS. G. GLOVER.
7, Queen's Road,
Hongkong, 25th May, 1875. [1m 800

TO LET.
NO. 2, WESTBOURNE VILLAS, Bonham Road. Apply to
G. FALCONER & Co.
346 Hongkong, 2nd March, 1875.

TO LET.
SOME HOUSES on PEDDAR'S HILL. No. 10, SEYMOUR TERRACE.
Apply to
DAVID SASSOON, SONS & Co.
tf 519 Hongkong, 22nd May, 1875.

TO LET,
With Immediate Possession.
THE Detached PREMISES situated on Inland Lot 169, Graham Street, (recently occupied by Messrs. E. SCHELLHASS & Co.,) consisting of DWELLING HOUSE, OFFICE, and Four GODOWNS.
Also, the DWELLING HOUSES Nos. 8, 9, and 10, Upper Mosque Terrace. Gas and Water laid on.
Apply to
T. G. LINSTEAD.
252 Hongkong, 8th March, 1875.

COOKTOWN.

THE QUEENSLAND NATIONAL BANK, LIMITED.
HEAD OFFICE—BRISBANE.
BRANCHES—COOKTOWN, and all the PRINCIPAL TOWNS of the COLONY.
Agents in Hongkong and China,
The ORIENTAL BANK CORPORATION.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL......5,000,000 of Dollars.
RESERVE FUND......... 100,000 of Dollars.
Court of Directors:—
Chairman—AD. ANDRE, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. R. Belilios, Esq. | H. Hoppius, Esq.
J. F. Cordes, Esq. | H. Nicaise, Esq.
F. D. Sassoon, Esq.
Chief Manager.
Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum.
" 6 " 4 " "
" 12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 26th April, 1875.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15% for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.
RUSSELL & Co.,
Agents.
tf 1089 Hongkong, 9th July, 1872.

Notices of Firms.

NOTICE.
MR. HUGH SUTHERLAND has been admitted a Partner in our Firm at Shanghai, and Mr. H. J. J. CHAMBERS in our Firm at this Port, from 1st instant.
JOHN FOSTER & Co.
3m 771 Foochow, 15th May, 1875.

NOTICE.
A CO-PARTNERSHIP has this day been formed between JOHN HEARD, AUGUSTINE HEARD, ALBERT FARLEY HEARD, and CHARLES EDWARD PARKER, for the purpose of carrying on the business of GENERAL COMMISSION MERCHANTS at Hongkong, Canton, Foochow, Shanghai, Hiogo, and Yokohama, under the name and style of HEARD & Co.
Mr. ROBERT INGLIS FEARON, Mr. GUSTAVUS FARLEY, Jr., and Mr. JOHN ALEXANDER FRASER are authorized to sign the name of the Firm.
HEARD & Co.
tf 641 Hongkong, 28th April, 1875.

NOTICE.
THE Interest and Responsibility of Mr. THOMAS PICKERING DROWN, in our Firm, ceased on the 10th November, 1873.
E. VINCENT & Co.
Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.
E. VINCENT & Co.
Swatow, China, 10th October, 1874. [tf 1669

NOTICE.
WE have authorized Mr. HERMANN CAESAR ERDMANN to sign our Firm on and after this date.
CARLOWITZ & Co.
Hongkong, Canton,
1st June, 1875. [1m 841

NOTICE.
THE Interest and Responsibility of Mr. FRANZ SEBASTIAN SCHÜTZE in our Firm ceased on 31st December, 1874.
MARGESSON & Co.
1m 820 Macao, 27th May, 1875.

NOTICE.
I HAVE Established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT.
MAGENS WILLIAM GREIG.
1m 726 Foochow, 8th May, 1875.

NOTICE.
MR. H. G. PHIPPS has this day been admitted a Partner in our Firm.
PHIPPS, HICKLING Co.
845 Foochow, 1st June, 1875.

NOTICE.
MR. CONRAD MUNRO DONNER has been authorized to sign our Firm by procuration at this Port.
WM. PUSTAU & Co.
1m 842 Canton, 1st June, 1875.

NOTICE.
WE have Established ourselves as MERCHANTS and COMMISSION AGENTS at Hongkong, and in Formosa at Takao and Taiwanfoo, under the Style of
TAYLOR & THOMPSON.
WILLIAM HENEY TAYLOR.
GEORGE MORTIMER THOMPSON.
6m 279 Hongkong, 17th February, 1875.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.
OFFICE—*No. 6, Stanley Street.*
W. H. NOTLEY.
tf 1765 Hongkong, 24th October, 1874.

NOTICE.
WE have authorized Mr. THOMAS HALL to sign our Firm per procuration.
BUTTERFIELD & SWIRE.
tf 654 Hongkong, 18th February, 1875.

NOTICE.
MR. GEORGE OLIVER is authorised to sign the name of our Firm at Foochow.
HEARD & Co.
tf 719 Hongkong, 11th May, 1875.

NOTICE.
I HAVE this day Established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT under the Style and Firm of
MALCAMPO & Co.
JOAQUIM MALCAMPO QUIOGA.
6m 584 Amoy, 12th April, 1875.

NOTICE.
MR. ALFRED THOMAS MANGER has this day been admitted a Partner in our Firm.
DOUGLAS LAPRAIK & Co.
1829 Hongkong, 2nd November, 1874.

NOTICE OF DISSOLUTION.
THE Interest and Responsibility of Mr. THOMAS WALLACE in our Firm at Yokohama, and elsewhere in Japan, ceased by mutual consent on the 31st March, 1875.
LANE, CRAWFORD & Co.
3m 778 Yokohama, May 6th, 1875.

NOTICE.
WE have this day REMOVED our Offices to No. 20, Praya Central.
ADAMSON, BELL & Co.
7d 832 Hongkong, 31st May, 1875.

NOTICE.
THE Business of the Undersigned has been temporarily REMOVED to No. 17, Wyndham Street, next to the *Daily Press* Office.
ED. CHASTEL.
480 Hongkong, 24th March, 1875.

HONGKONG ICE COMPANY
HAVE always on hand a Stock of CLEAR, SOLID, BLOCK ICE made from PURE FILTERED WATER, without the use of ETHER, AMMONIA, or any kind of Chemicals whatever.
PRICE TWO CENTS PER POUND.
SPECIAL AGREEMENTS made with Steamship Owners or other large Consumers.
Order Books can be had at the Depôt No. 17, Queen's Road, HONGKONG HOTEL BUILDINGS, or at the Works at East Point. Those preferring to use Pass Books can do so.
KYLE & BAIN,
Proprietors.
510 Hongkong, 20th May, 1875.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.
THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st November, 1871. [tf 385

Auctions.

PUBLIC AUCTION.
THE Undersigned will Sell by Public Auction,
THIS DAY,
the 5th June, 1875, at Noon, at his Sale Rooms, Queen's Road,—
10 Cases Manila CHEROOTS.
1 " "
24 " 1 lb. Tins OYSTERS,
24 " 2 " "
25 " 1 " " LOBSTERS.
22 " 2 " "
CHAMPAGNE.
HOCK.
SHERRY.
SALAD OIL.
Worcestershire SAUCE.
TUMBLERS.
Black PAINT.
1,000 Gals. TURPENTINE.
30 Casks Pints Jeffrey's XX STOUT.
50 Casks CEMENT.
And
An Invoice of Flower VASES, with Glass Shades and Stands.
Also,
Sundry FURNITURE, &c.
And
Sundry other GOODS.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
864 Hongkong, 4th June, 1875.

PUBLIC AUCTION.
TO CLOSE A CONSIGNMENT.
THE Undersigned has received instructions to Sell by Public Auction, *without reserve*, on
TUESDAY,
the 8th June, 1875, at Noon, at his Sale Rooms, Queen's Road,—
8 Cases, 28¾ Doz. {Curtis & Co., London,} PORT.
18 " 54 " Do. PORT.
18 " 53¾ " Do. SHERRY.
And
9 Quarter-Casks SHERRY.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
865 Hongkong, 4th June, 1875.

PRELIMINARY ANNOUNCEMENT.
VALUABLE REAL ESTATE SITUATE IN THE CENTRE OF THE CITY OF VICTORIA.
TO be Sold by AUCTION ON A DAY to be hereafter fixed, in the early part of July (unless previously disposed of by Private Contract, and subject to withdrawal by the Vendors for any other reason, of which due notice will be given,) the whole of
INLAND LOT No. 13,
with Two Large HOUSES fronting Aberdeen Street, and several CHINESE SHOPS fronting Wellington Street, erected thereon.
Arrangements can probably be made for a large proportion of the purchase money to remain on Mortgage at 8%.
For Further Particulars, apply to
ED. SHARP & TOLLER,
Solicitors for the Mortgagees.
Supreme Court House,
Hongkong, 1st June, 1875. [14d 848

DEATH TO WHITE ANTS.
MALPAS'S PATENT COMPOUND, for preserving Timber from the Ravages of White Ants and other Insects, is Cheap, and simple in its Application to Timber for Building purposes, &c.
Muster Packages for trial, with full instructions supplied, and Orders received by
W. H. NOTLEY,
FOR
B. DAVIES,
SOLE AGENT FOR CHINA.
tf 729 Hongkong, 13th May, 1875.

NOTICE TO SHIP MASTERS.

OPIUM AND SPIRITS FARMS IN COCHIN-CHINA.
IN Pursuance of the Ordinances enacted by the Governor, Intimation is hereby given that Ship Masters have to make known at the Harbour-master's or Farmers' Offices, on their arrival in Saigon, any quantity of Opium or Spirits of any kind which may have been shipped on board of their Vessels, failing which they are liable to the Penalties specified therein.
(Ord. 5, Oct., 1871, Art. VII., XVI., XVII.)
(" 13, Sept., 1873, " XIII.)
Les Fermiers de l'Opium et des Alcools,
BANHAP & CIE.
Vu le Président du Conseil d'Admon.,
A. SPOONER,
6m 106 Saigon, January, 1875.

NOTICE.
In the GOODS *of* HERBERT LANE, *Deceased.*
ALL Persons having any CLAIMS against the above Estate are requested to send in Particulars of the same on or before the 31st day of October, 1875. After which date no Claim will be recognised.
All Persons being indebted to the said Estate are requested to make immediate payment.
Communications should be addressed,
CAPTAIN C. H. PALMER,
Care of
The Manager of the
Oriental Bank Corporation, Hongkong.
1m 741 Hongkong, 13th May, 1875.

FOR SALE.
CHAMPAGNE:—Very Superior Dry, ROPER FRERES & Co., Epernay, CARTE BLANCHE, in Quarts and Pints.
CLARET:—
Very Superior CHATEAUX LA ROSE.
Superior CHATEAUX LA GRANGE.
T. G. LINSTEAD.
319 Hongkong, 24th February, 1875.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy / Navy Boiled / Long Flax / Crown } CANVAS.
ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL,
tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

NOW ON SALE.
THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,
By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrapper,..............$1.50
Neatly Bound,..............................$2.00
Apply at the *Daily Press* Office.

ROYAL INSURANCE COMPANY.
THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
MELCHERS & Co.,
Agents, Royal Insurance Company,
tf 1730 Hongkong, 28th October, 1874.

Intimations.

THOMPSON AND HIND
INVITE INSPECTION OF THEIR
NEW SPRING AND SUMMER GOODS.
Ladies' TRIMMED HATS and BONNETS.
Ladies' STRAW and CHIP HATS and BONNETS.
New Shapes in Baby's and Children's SUN HATS.
Boys' and Girls' SAILOR and YACHTING HATS.
New STRIPED and CHECK GRENADINES for DRESSES.
PLAIN WHITE BATISTES and WHITE STRIPED DITTO.
New STRIPED and SPOT FRENCH PERCALES.
Pieces of HAIR, for Wearing in Present Style.
JET CROSSES, BRACELETS, NECKLETS, and HAIR PINS.
Ladies' and Children's UNDERCLOTHING.
Gentlemen's FELT HATS, SHIRTS, COLLARS, SCARFS, CRAVATS, TIES, and UNDERCLOTHING.
The India GAUZE UNDERVEST, to take off like a Coat, so as not to tear.
33, *QUEEN'S ROAD,*
HONGKONG.
666 Hongkong, 1st May, 1875.

MACEWEN, FRICKEL & Co.
HAVE FOR SALE,
EX LATE ARRIVALS,
DANISH BUTTER, in 1, 2, and 5 lb. Tins.
AMERICAN Do. in 2 lb. Tins.
YORK HAMS.
From John Moir & Son.
PICKLES, Assorted.
Do. West India (Hot.)
KIPPERED HERRINGS, 1 lb.
FRIED SOLES, 1 lb.
STEWED EELS, 1lb.
FINDON HADDOCKS, 1 lb.
HERRINGS *à la* SARDINES, 1 lb.
KIPPERED SALMON.
SALMON CUTLETS.
BOLOGNA SAUSAGES.
BRISKET OF BEEF, in Tins.
TRUFFLED SAUSAGES.
OXFORD Do.
JAMS, Assorted.
ORANGE MARMALADE.
FRENCH PLUMS.
STRAWBERRIES in SYRUP.
TART FRUITS, Assorted.
EPP'S COCOA.
JORDAN ALMONDS.
MUSCATEL RAISINS.
From Crosse & Blackwell.
POTTED MEATS, Assorted.
CALF'S FOOT JELLY.
Assorted JELLIES.
CRYSTALIZED FRUITS.
YARMOUTH BLOATERS.
COCOA and MILK.
MANILA CIGARS, Cavite and Fortin.
GOLDEN GATE BAKER'S EXTRA FLOUR.
342 Hongkong, 1st June, 1875.

FOR SALE.
TWELVE THOUSAND FEET MANILA HARDWOOD, just arrived per *Santa Lucia.* Apply to
REMEDIOS & Co.
822 Hongkong, 28th May, 1875.

FOR SALE.
VICHY WATER, SPRINGS.
CELESTINS, GRANDE GRILLE HAUTERIVE, MESDAMES, and HOPITAL, $12 per Case of 50 Bottles. Apply to
ED. CHASTEL,
17, Wyndham Street.
tf 742 Hongkong, 14th May, 1875.

FOR SALE.
A FIRST-CLASS HYDRAULIC PRESS, working up to 225 Tons Pressure.
For Particulars, &c., apply to
GIBB, LIVINGSTON & Co.
662 Hongkong, 3rd May, 1875.

FOR SALE.
DWELLING HOUSES No. 1 and No. 2, St. John's Place.
Apply to
S. E. BURROWS & SONS.
653 Hongkong, 1st May, 1875.

FOR SALE.
TAKOSIMA COAL at $8 per Ton, in Lots to suit Purchasers.
Apply to
THOS. G. GLOVER,
East Point.
587 Hongkong, 16th April, 1875.

FOR SALE.
THE Well known and long Established BUSINESS of McALISTER & Co., Shipchandlers and General Merchants, Singapore.
tf 283 Singapore, 10th February, 1875.

JUST PUBLISHED AND FOR SALE.
ROYAL 8VO., CLOTH GILT, PRICE $10.
PIECE-GOODS, YARN, and WOOLLEN TABLES, shewing the Net Returns in Sterling for Shipments via the Suez Canal to China. Calculated with special reference to the Hongkong and Shanghai Markets and Exchanges. By W. KERFOOT HUGHES, Hongkong.
LANE, CRAWFORD & Co.,
Hongkong, Shanghai, and Japan.
3m 786 Hongkong, 22nd May, 1875.

NOTICE.
THE INTERNATIONAL ICE MANUFACTURING COMPANY, LIMITED,
Will be ready to supply
PURE
CLEAR
TASTELESS
CRYSTAL ICE
AT THE
Beginning of June.
MEYER, ALABOR & Co.,
GENERAL MANAGERS.
775 Hongkong, 20th May, 1875.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.
NOTICE.
MR. P. A. DA COSTA has this day been appointed Secretary *pro. tem.* to the above Company.
Applications for the post of Secretary will be received at the Office of the Company.
RICHARD DEACON,
Chairman of the Board of Directors.
656 Hongkong, 30th April, 1875.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.
NOTICE.
IS HEREBY GIVEN, that a Scrip Certificate for one Share in this Company, numbered Six, and standing in the name of the late M. A. DOS REMEDIOS, having been lost, the same is cancelled.
By Order,
W. H. RAY,
Secretary pro. tem.
2m 636 Hongkong, 27th April, 1875.

Intimations.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.
NOTICE.
AN EXTRAORDINARY MEETING of Shareholders in this Company will be held at the Head Office, Victoria, on TUESDAY, the 8th June prox., at 3 o'clock P.M., for the purpose of confirming the Resolutions passed at the Extraordinary Meeting held this day.
By Order,
FRANCIS S. HEAD,
Acting on behalf of the Board of Directors.
15d 811 Hongkong, 25th May, 1875.

CHINA TRADERS' INSURANCE COMPANY (LIMITED.)
NOTICE.
AN EXTRAORDINARY MEETING of Shareholders in the above Company will be held at the Company's Office, 48, Queen's Road, on MONDAY, the 21st June proximo, at 3 o'clock P.M.
BUSINESS.
1st.—To consider certain proposed alterations in the Company's Articles of Association.
2nd.—To consider the propriety of making a further call.
N.B.—The proposed amendments in the Articles will be circulated among Shareholders in a few days.
By Order,
W. H. RAY,
Secretary.
21d 844 Hongkong, 31st May, 1875.

SEALED TENDERS will be received by the Undersigned on or before TUESDAY, the 15th instant, at Noon, for the Supply, under Contract, of Plumbers, Caulkers, and Scrapers, which may be required from time to time by this Department.
Plumbers to provide themselves with Solder and Charcoal.
Further Particulars may be obtained on application.
JOHN BREMNER,
Naval Storekeeper.
H. M. Naval Yard,
Hongkong, 2nd June, 1875. [13d 853

FOR SALE.
CHOICE CAVITE CHEROOTS, VIGUEROS, CABALLEROS, REGALIAS, LONDRES, No. 1, 2, 3, 4, and 5 CIGARS, No. 1, 2, and 3 CHEROOTS, CIGARETTES.
A. L. AGABEG, JR.,
Staunton Street.
855 Hongkong, 3rd June, 1875.

CHINA TRADERS' INSURANCE COMPANY (LIMITED.)
THE Undermentioned Firms have been appointed Agents for the above Company at the Ports named:—
London...Messrs. GEORGE CROSHAW & Co.
Canton... " DEACON & Co.
Foochow... " WESTALL, GALTON & Co.
Yokohama " PAUL HEINEMANN & Co.
By Order,
W. H. RAY,
Secretary.
tf 833 Hongkong, 29th May, 1875.

NOTICE.
THE CHINA FIRE INSURANCE COMPANY, LIMITED.
THE Transfer Books of the Company will be CLOSED from the 16th instant to the 30th instant, both days inclusive.
By Order,
JAS. B. COUGHTRIE,
Secretary.
1m 838 Hongkong, 1st June, 1875.

WANTED.
BY an English Lady, a SITUATION as Governess to Young Children, or an ENGAGEMENT to take entire charge of Children returning to Europe.
A moderate salary would be accepted, and good references can be given.
Address "T," care of this Paper.
7d 859 Shanghai, 29th May, 1875.

THE CHINA TRADERS' INSURANCE COMPANY (LIMITED.)
NOTICE.
IS HERBY GIVEN, that the Undersigned has been appointed Secretary to the above Company, and that Mr. J. F. REDING has been appointed Agent at Shanghai.
By Order,
W. H. RAY,
Secretary.
tf 797 Hongkong, 22nd May, 1875.

NOTICE.
P. & O. S. N. CO.
(STEAM TO SOUTHAMPTON *via* SUEZ CANAL.)
COMMENCING with the *HINDOSTAN*, leaving Shanghai with the Homeward Mails on the 30th May, and Hongkong 5th June, the Mail Steamers of this Company will proceed direct to Southampton and London, *via* the Suez Canal, until further notice.
A. McIVER,
Superintendent.
789 Hongkong, 13th May, 1875.

SAM SHING,
OF NO. 102, QUEEN'S ROAD CENTRAL,
(A few doors to the Eastward of Stag Hotel,)
OFFERS for Sale a large assortment of JAPANESE CURIOS, LACQUERED and PORCELAIN WARE, recently imported, and of the newest styles, all of which will be sold at
EXTREMELY MODERATE RATES.
Every advantage granted to Shippers and other Buyers of large quantities.
1m 813 Hongkong, 27th May, 1875.

OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamer *Achilles* are hereby notified that the cargo is being discharged into Craft, and landed at the Godowns of the Undersigned, in both cases it will lie at Consignees' risk. The cargo will be ready for delivery from Craft or Godown on and after the 31st May, 1875.
Goods undelivered after 7th June, 1875, will be subject to Rent.
BUTTERFIELD & SWIRE, *Agents.*
7d 839 Hongkong, 31st May, 1875.

NOTICE.
CONSIGNEES of Cargo per German Barque *Anna*, JESSEN, Master, from Hamburg, are requested to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge, will be landed and stored at Consignees' risk and expense.
Bills of Lading will be countersigned by
WM. PUSTAU & Co.,
Agents.
836 Hongkong, 31st May, 1875.

BRITISH S. S. *CHEVIOT*, WATT, MASTER, FROM LONDON, PENANG, AND SINGAPORE.
CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be obtained.
Consignees wishing to take their Goods from the boats alongside the wharf are at liberty to do so.
Optional Cargo will be forwarded, unless notice to the contrary is given until 5 P.M. TO-DAY.
Goods remaining in store after the 4th June will be subject to rent.
Bills of Lading will be countersigned by
WM. PUSTAU & Co.,
Agents.
794 Hongkong, 24th May, 1875.

Intimations.

AMATEUR DRAMATIC CLUB OF HONGKONG.
THE PERFORMANCE advertised to take place on Saturday, June 5th, is POSTPONED until TUESDAY, June 8th, 1875.
CHAS. C. COHEN,
Hon. Secretary.
857 Hongkong, 3rd June, 1875.

THEATRE ROYAL, CITY HALL, HONGKONG.
THE AMATEUR DRAMATIC CLUB OF HONGKONG will have the pleasure, on
TUESDAY EVENING,
the 8th June, 1875,
of REPEATING their PERFORMANCE of
The Sparkling Burlesque, by
J. S. BYRON, Esq.,
OF
"ALADDIN" OR THE "WONDERFUL SCAMP."
WITH NEW MUSIC AND NEW SONGS.
By kind permission of Major AMIEL and the Officers of H. M. 80th Regiment, their Band will be in attendance.
Tickets may be had at Messrs. LANE, CRAWFORD & Co.'s on and after Noon of *Tuesday, June 1st,* where also a Plan of the Theatre may be seen.
Price of Admission,......................$2.
827 Hongkong, 3rd June, 1875.

FOR SALE.
A STYLISH DOGCART, with Fast Canton PONY. *Also,*
A BASKET TRAP.
All in good order.
LANE, CRAWFORD & Co.
tf 869 Hongkong, 5th June, 1875.

S. S. *TARTAR* AND S. S. *GLENLYON*, FROM LONDON AND SINGAPORE.
ALL CLAIMS against the above Steamers must be sent in to the Undersigned on or before THIS DAY, the 5th inst., or they will not be recognized.
GILMAN & Co.,
Agents.
5d 846 Hongkong, 1st June, 1875.

NOTICE.
ALL CLAIMS against the Undersigned must be sent in on or before the 15th inst., or they will not be recognised.
DREYER & Co.
15d 843 Hongkong, 1st June, 1875.

WANTED
A GOOD and Experienced SALESMAN, for a STORE, not Portuguese, apply by Letter only, to "S.," care of this Paper.
tf 779 Hongkong, 21st May, 1875.

Notices to Consignees.

BRITISH BARQUE *MIN*, FROM LONDON.
CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
MELCHERS & Co.
7d 870 Hongkong, 4th June, 1875.

NOTICE TO CONSIGNEES.
PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
S. S. *NIZAM.*
CONSIGNEES of Cargo by the above-named Vessel, from Bombay and Intermediate Ports, and in connection with the S. S. *Australia*, from London, are hereby notified that their Goods are being landed and stored at their Risk in the Company's Godowns at West Point, whence delivery can be obtained from this date.
Goods not delivered by the 11th instant will be subject to Rent.
A. McIVER,
Superintendent.
866 Hongkong, 4th June, 1875.

THE BRITISH STEAMER *HINDOSTAN*, FROM CALCUTTA, PENANG, AND SINGAPORE.
CONSIGNEES of Cargo by the above Steamer are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods.
Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.
DAVID SASSOON, SONS & Co.
9d 867 Hongkong, 4th June, 1875.

THE S. S. *CITY OF BALTIMORE*, FROM CALCUTTA, PENANG, AND SINGAPORE.
CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of Messrs. J. S. HOOK, SON & Co., from whence delivery may be obtained.
Consignees wishing to take their Goods from the boats alongside the wharf are at liberty to do so.
Goods remaining in store after the 10th inst. will be subject to rent.
Bills of Lading will be countersigned by
BIRLEY & Co.,
Agents.
863 Hongkong, 3rd June, 1875.

S. S. *TIGRE.*
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.
CONSIGNEES of Cargo per S. S. *Copernic*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained from WEDNESDAY, the 2nd inst., at Noon.
Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon TO-MORROW, the 2nd June.
Bills of Lading will be countersigned by the Undersigned.
Goods remaining unclaimed after FRIDAY, the 4th inst., at 4 P.M., will be subject to rent and landing charges.
No Fire Insurance has been effected.
C. BERTRAND,
Principal Agent.
851 Hongkong, 1st June, 1875.

COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.
No fire insurance has been effected.
C. BERTRAND,
Principal Agent.
Ex "Donnai," 2nd July, 1874.
FD, 1/35. ... ... 35 cases Beer.
Ex "Irawaddy," 11th March, 1875.
GFT ... ... 1 case Books.
Ex "Anadyr," 6th May.
LR... ... ... 5 bars Iron.
Ex "Peiwnah," 16th May.
LB, Nos. 123/12 2 cases Sundries.
MP... ... ... 5 " for M. Puthon.
Hongkong, 31st May, 1875.

NOW READY.

THE CHRONICLE AND DIRECTORY FOR 1875.

THIS Work, in the THIRTEENTH year of its existence, is NOW READY FOR SALE.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1875" has been further augmented by a

CHROMO-LITHOGRAPH OF A PLAN OF VICTORIA, HONGKONG; THE FOREIGN SETTLEMENTS OF SHANGHAI.

A Chromo-Lithograph Plate of the NEW CODE OF SIGNALS IN USE AT THE PEAK; also of THE VARIOUS HOUSE FLAGS (*Designed expressly for the Work,*) MAPS OF HONGKONG, JAPAN, THE SILK WORM DISTRICTS, THE ISLAND OF FORMOSA, AND OF THE COAST OF CHINA; ALSO, THE NEW CODE OF CIVIL PROCEDURE—HONGKONG;

besides other local information and statistics corrected to date of publication, tending to make this Work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

Macao	Messrs. J. P. da Silva & Co.
Swatow	Quelch and Campbell.
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Formosa	Wilson, Nicholls & Co.
Foochow	Hedge & Co.
Ningpo	Kelly & Co., Shanghai.
Shanghai	Hall & Holtz. Kelly & Co.
Hankow and River Ports	Hall & Holtz and Kelly & Co., Shanghai.
Chefoo and Newchwang	Hall & Holtz and Kelly & Co., Shanghai.
Tientsin and Peking	Hall & Holtz and Kelly & Co., Shanghai.
Nagasaki	The C. & J. Trading Co.
Hiogo, Osaka	The C. & J. Trading Co.
Yokohama	Messrs. Lane, Crawford & Co.
	Mr. C. D. Moss, *Japan Gazette* Office.
Manila	Messrs. J. de Loyzaga & Co.
Singapore	*Straits Times* Office.
London	Mr. F. Algar, Clement's Lane.
	Geo. Street, 30, Cornhill.
	Messrs. Bates, Henry & Co.
San Francisco	Mr. L. P. Fisher, 21, Merchants' Exchange.
New York	Messrs. S. M. Pettingill & Co., 37, Park Row.

Hongkong, 2nd January, 1875.

The Daily Press

HONGKONG, JUNE 5TH, 1875.

A VERY important and interesting case, which has occupied several days in hearing, has just been concluded at Shanghai. As it is an entirely novel trial, and as its result has somewhat astonished many it may not be amiss to give it passing notice. The case referred to is the suit brought in the Supreme Court of Shanghai by the Chinese Merchants' Steam Navigation Company against the owners of the steamer *Ocean* for the loss of the petitioners' steamer *Fusing* on the 4th of April by collision with the former vessel. It will be remembered that on the above date the *Fusing* was proceeding towards Tientsin, and was about 125 miles from Shaweishan, when a collision occurred in the fog with a vessel hitherto not seen and which proved to be the *Ocean*. The latter vessel, which was of greater tonnage, nearly cut the *Fusing* in two, and she sank in a few minutes with all her cargo, and most of the passengers and crew. The crew of the *Ocean* rendered every possible assistance, but in spite of their efforts the loss of life was very serious. A Naval Court of Inquiry into the circumstances was subsequently held, and its finding was to the effect that the captain of the *Ocean* had displayed proper judgment in the orders given by him; that the instructions of the Board of Trade were complied with by the *Ocean* in proceeding at a moderate rate of speed, keeping a good lookout and sounding the whistle; but that considering the thick fog prevailing the speed of the vessel should have been moderated to a still greater degree. The Court also commended the officers and crew for the promptitude shown in taking means to save those on board the *Fusing*. But if the Naval Court were satisfied that those on board had done what they could to avert the disaster the China Merchants' Company were not, and soon afterwards they instituted the suit just concluded. They held that the officers of the *Ocean* were solely to blame for the disaster, inasmuch as she, they alleged, was going at full speed in the thick fog and improperly ported her helm. To this allegation the owners of the *Ocean* retorted that the collision was entirely imputable to the misconduct and negligence of those on board the *Fusing*. They averred that a good lookout was kept on board the *Ocean*; that the steam whistle was frequently sounded; that on hearing the whistle of the *Fusing* at the port bow those on board the *Ocean*, though unable to see the vessel from whence it proceeded, put her hard-a-port, reversed her engines, and blew her whistle again; and that the accident was due to the *Fusing* having starboarded her helm, not having kept clear of the *Ocean*, by porting her helm in time, and not passing the latter vessel on her port side as prescribed by the rules and customs of ocean navigation. They further charged the officers of the *Fusing* with having omitted to reverse the engines of that vessel as soon as they heard the whistle of the *Ocean*, with having sail set, and with being out of the proper and usual course for vessels proceeding from Shanghai to Tientsin.

The damages were laid by the petitioners at 200,000 taels. Sir EDMUND HORNBY's judgment, in arriving at which he was assisted by a marine assessor, will probably give them nearly half of this amount. At least that is what the finding, which is as follows, amounts to:—"The Court finds that both vessels were in fault; and decrees that the damage sustained by both, together with that occasioned to the cargo by the injury and loss, be added together, and that half such damage be borne by each vessel." The injury done to the *Ocean* was comparatively insignificant, and will be covered, probably, by some 3,000 or 4,000 taels. The judgment is therefore an undoubted victory for the China Merchants' Steam Navigation Company. It seems doubtful how far the two Courts agree in their finding. Both appear to concur in the opinion that the *Ocean* might have still further moderated her speed, but in no other particular did the Naval Court seem to impute blame to those on board that ship. The marine assessor was of opinion that had both ships, on hearing each other's whistles, at once stopped, and reversed their engines, without moving their helms little or no damage would have been sustained by either party. Nothing to this effect was said by the Naval Court. When doctors, or nautical authorities either, disagree who shall decide?

The judgment may have one good effect if it fails, as is possible, to satisfy either of the parties to the suit. A great many ignorant people in China were imbued with the notion that the mandarins drowned in this luckless collision were a set-off—and a very large one—against the murder of Mr. MARGARY at Manwein. Now this was, of course, a vulgar, stupid, and absurd idea, and no possible sort of parallel can be instituted between the two cases. The mandarins were the victims of an accident pure and simple, in which a British steamship was, unfortunately for her owners, involved. Mr. MARGARY was, on the other hand, the bearer of a special passport from the Chinese Government, in defiance of which protective missive he was foully and deliberately murdered. But it was at the same time most undesirable that the unenlightened masses should become possessed of an idea which, however preposterous, was calculated to deepen the prejudice now existing throughout the Middle Kingdom against foreigners. We cannot disabuse their minds of this belief, if they hold it; but the judgment just pronounced may possibly be regarded by the common people as compensation for the death of the mandarins instead of the loss of the *Fusing*. This conclusion would be as ridiculous as the other, and is consequently the more likely to be made. But it would be a more beneficial one to foreign interests, and therefore more desirable.

The Macao steamer *Powan*, which arrived yesterday, brought a large quantity of tea, for the out-going mail steamer *Hindostan*.

The Rev. Sholto D. Campbell Douglas, B.A., vicar of All Saints' Church, Derby, England, is announced to preach at Union Church tomorrow evening at six o'clock.

It is stated that the Prima Donna Signora Maria Palmieri, assisted by Signor Fito Palmieri and Signorina Alice Persiani, is on her way to China and Japan. She has been giving very successful concerts in Australia, and is at present in Java.

The *Singapore Times* states that the stone beacon which marks the Sultan Shoal, was struck by lightning on the night of the 25th ult., and was so seriously damaged as to render it useless as a guide to mariners. We are informed that the Master Attendant, Lieut. Ellis, has been out to examine the beacon, and finding it much shattered has determined at once to erect a temporary one, to mark the shoal until the permanent beacon can be replaced. Captains of steamers should take especial note of the demolition of the beacon, to enable them to avoid this danger.

Yesterday about forty guests assembled on board the O. & O. S. S. *Oceanic* at an informal tiffin given by the Company, and included the United States Consul, the Harbour Master, the Assistant Harbour Master, and several leading merchants and residents. The *menu* was an excellent one and was done ample justice to by those present. After the viands had been cleared away several toasts were given. Mr. Bailey, the U.S. Consul, proposed the O. & O. S.S. Company. This toast was greeted with loud cheers and responded to by Captain Jennings, commander of the *Oceanic*, who hoped the new company would give satisfaction to the public. The health of the General Agent of the O. & O. S.S. Company was next given and responded to. The Harbour Master, in complimentary terms, proposed the health of the Local Agent, who made a suitable reply. Before resuming his seat, Mr. Emory proposed the health of the captain, officers and crew of the *Oceanic*. Captain Jennings acknowledged the compliment, and gave the health of Mr. Waddell, the Superintendent Engineer of the new Company, who is at present on board. Mr. Waddell responded and shortly afterwards the company separated. Every one present expressed great admiration for this fine steamer, which is most elegantly fitted, contains every comfort, and is certainly unsurpassed in these waters.

We take the following items from the *London and China Express*:—

It has been notified that Messrs. Geo. Crawshaw and Co., of Fenchurch-street, have been appointed to succeed Messrs. Fearon and Co. as agents in London for the China Traders' Insurance Company.

Since the failure of Messrs. Augustine Heard and Co. there has been great uneasiness as to China firms, one large firm, chiefly in the Indian trade, being prominent. We learn that Mr. John Dent closes up his firm at Shanghai next month, but all liabilities are provided for.

In the absence for the time of any available supply of gold the German demand is withdrawn; but it was anticipated that the Chinese and Japanese coin expected at the beginning of May per *Malwa* might be absorbed for that destination; also a portion of the recent New York shipments. The entire cessation of the demand for India has had the effect of depressing the Market for Bar Silver considerably, and, for the last two or three days, it has been almost impossible to sell Fine Bars. Mexican dollars of about £120,000 value have come to hand, and will be on the Market shortly.

At the Glasgow Bankruptcy Court recently, T. M'Guffie, of M'Guffie, Sutherland, and Co., merchants, Glasgow and Rangoon, appeared for examination as a bankrupt. The bankrupt deposed that the insolvency of his firm was caused by losses on foreign transactions. During the past four years the Rangoon firm had not been punctual in forwarding statements of the business affairs, and until quite lately he had no reason to suspect the concern had not been successful. A statement of affairs prepared by his partner, who had absconded, showed liabilities to the extent of £24,076, while the assets were estimated at £11,400. The statutory oath was administered to the bankrupt, and a warrant granted for his partner's apprehension.

In the House of Commons recently, Mr. Hanbury asked the Under Secretary of State for Foreign Affairs if it was true, as stated in a telegram of the 22nd inst., that "the Chinese Government have appointed a person of inferior position as Commissioner to investigate" the circumstances connected with the murder of Mr. Margary; when the despatches of Her Majesty's Minister at Peking, in reference to this subject, are expected, and whether he will take an early opportunity of laying them on the table of the House. Mr. Bourke said no confirmation had been received from Mr. Wade of the statement contained in the Reuter's telegram that the Chinese Government had appointed a person of inferior position to investigate the circumstances connected with the murder. Mr. Wade's despatches were not expected for four or five weeks; and when they arrived, if they could be produced without injury to the public interests, they should be laid on the table without delay.

The *Hans*, which arrived at New York April 10th, from Hongkong, reports having lost jib-boom and foretopmast in a heavy sea on April 4th.

The appointment of Sir William Hackett, formerly Judge of the Supreme Court of Penang, to be Chief Justice of the Colony of Fiji, is gazetted.

The medal for long service and good conduct has been awarded to Thomas Cooper, sailmaker of the *Iron Duke*, late flag-ship in China, with £15 gratuity.

The *Lanercost*, from Sunderland, to Hongkong, which put into Gibraltar, April 22nd, leaky, has been surveyed; she will proceed to Lisbon for repairs.

Rear Admiral Sir Charles Shadwell, K.C.B., the late naval Commander-in-Chief in China, obtains promotion to the rank of Vice-Admiral on the retirement of Admiral Sir G. R. Mundy.

The Indo-European Telegraph Company report that the average time in transit between London and India, *via* Teheran, of all outward messages to India, including the messages for Penang, Singapore, and China, Japan, Java, and Australia, during the week ending 23rd April, was one hour and thirteen minutes.

The P. and O. steamers *Bangalore* and *Poonah*, which have been for some months under repair, will soon be in active service. The *Tanjore* has been laid up. No further additions to the fleet will be made at present, and there is no truth in the report that the directors contemplate running a fortnightly line from Liverpool to Bombay.

Captain O'Callaghan, late aide-de-camp to the Governor of Hongkong, who has just returned home, has been ordered to join his regiment, now on the Gold Coast, immediately. The refusal of leave of absence to Captain O'Callaghan is one among those inexplicable acts of the War-office by which so many valuable officers have been lost to the service.

Among the cases tried in the Divorce Court has been that of Trenaman v. Trenaman and Gandy, a husband's suit against his wife, in which it was shown that the petitioner (who was formerly captain of the *Lothair*, engaged in the Japan trade), addressed letters to the respondent as Miss Adams, and that the co-respondent believed her to be a single woman. A decree nisi was pronounced, but without costs.

The efficiency of the *Iron Duke*, late flagship on the China station, in gunnery, has already been mentioned. For prize firing she probably stood at the head of the list of the whole fleet during 1874. This circumstance has doubtless had its effect on the Admiralty, who have selected Lieutenant C. C. Drury, the *Iron Duke's* first lieutenant, to replace the senior staff officer of the *Cambridge*, Lieutenant McNeile, who has been promoted to the rank of commander.

The widow of Mr. Digby Dent, the officer who was recently murdered in the goal at Singapore, is to receive a larger pension than would have been granted under ordinary circumstances, viz., £120 per annum—that of a Major of Marines killed in action. This is just double the pension usually awarded to the widows of officers of the rank of Mr. Dent. Mrs. Dent is the daughter of Mr. Henry Robertson, who is connected with the naval editorship of the *Army and Navy Gazette*.

The latest mail advices received from home were:—Yokohama March 9th, Manila 10th, Shanghai 12th, Foochow 13th, Hongkong 18th, Batavia 20th, Singapore 25th, Galle April 3rd. The P. and O. mail, with the advices dated as above, was received, *via* Marseilles, on the 24th April, two days early. The Pacific mail, from Yokohama March 11th, was delivered, *via* San Francisco, on the 26th April. The next inward French mail, with a week's later dates, which arrived at Suez on the 22nd April, would probably be delivered on the 3rd May, its due date.

On the 15th May, the British India Steam Navigation Company, under separate contracts entered into with the French and Portuguese Governments, and with the Government of India, will commence a regular monthly service of steamers from London, *via* Lisbon and Algiers, to ports of the Red Sea, Aden, Kurrachee, and the Persian Gulf. This line will exchange traffic at Aden with the company's steamers to Zanzibar, Mayotte, Nossi Bé, Mozambique, and other East African ports; at Kurrachee, to steamers plying on the coast of the India; and at Bussorah for Bagdad.

MORE SURVIVORS FROM THE WRECK OF THE "POYANG."

We are informed that Captain Nunes, lately of the *Santa Sancha*, arrived on the 2nd instant at Macao from Ty-ho, an island about 20 miles distant from the place where the steamer *Poyang* foundered, and towards which he and four of his crew drifted, swimming occasionally. They were in the water over 20 hours.

Several Portuguese residents in Hongkong have received intelligence from relatives in Macao that a small junk has arrived at that port with the news that over forty of the passengers and crew of the ill-fated *Poyang* have been saved, and were on an island some distance to the leeward of the Nine Islands where the *Poyang* foundered. Amongst them is said to be Mr. Ribeiro, the purser. The *Powan* arrived yesterday at midday and left again at 3.30 p.m. She brought no further news from the wreck.

THE TRIP OF THE "LITTLE ORPHAN."

The *Little Orphan* steam tug, which left this port on the 2nd instant for the scene of the wreck of the *Poyang*, returned on the night of the 3rd instant. The following are the particulars of her trip:—

The steam tug *Little Orphan*, with Captain G. U. Sands, Superintendent of the Hongkong, Canton and Macao Steamboat Company, Mr. Murphy, Chief Engineer of the late *Poyang*, and Mr. H. Stewart, Wharfinger to the Company, and two Chinese divers in her, left Hongkong at 9 p.m. on the 2nd instant for the Nine Islands. Passed the Capsingmoon at 11.15 p.m., the Two Brothers at 12.15, sighted Cap-si at 2 o'clock, and arrived at the wreck at 4.30 a.m. on the 3rd instant. Found H. M. S. *Ringdove* lying four miles from the wreck and went alongside of her. Left her at 6 a.m. for Macao and arrived there at 7 o'clock. Left again at 9 o'clock for the scene of the wreck and arrived at 10.15, when Mr. H. Stewart, an expert diver, dived down without the dress and discovered several bodies jammed amongst the planking, all Chinese, except one Manila man. The steamer *Powan* bound to Macao from Canton passed at midday on the 3rd instant, and the *Little Orphan* steamed in after her, arriving at 1.30 p.m. Left again at 3.30 o'clock for the wreck for the purpose of placing several watchmen on board of a junk stationed there. She arrived at 6.15, and having placed the watchmen on board, proceeded on to Hongkong at 6.30. Sighted the Brothers again at 9.40 p.m., passed the Capsingmoon at 10.40, and arrived at Hongkong at 11.30 p.m. on the 3rd instant.

POLICE INTELLIGENCE.

4th June.

BEFORE JAS. RUSSELL, ESQ.

THEFT OF GOVERNMENT PROPERTY.

The remanded case in which U. Ayan and Ba Ayan, were charged by Colonel Moggridge with stealing large quantities of fire wood daily, came on again.

Henry Macnamara, a surveyor in the Royal Engineers, said he was in charge of the stores. He knew the prisoners to be cooks in the detachment. He identified the wood produced and the part of a gate as portion of the Government stores belonging to the Engineering department. He did not know the wood had been given out unless by a store man, who was now being tried by court martial and who had no authority to give out such wood.

Richard Bince said he was a quartermaster in the Royal Engineers' Department. On the 21st May he was going round the Wellington Barracks and saw the piece of wood produced on a hen coop. He identified it as some of the wood from the Royal Engineers' department. He called for the private of the 80th and asked him where he got it from. He said he had it from a Royal Engineer cook (the first prisoner.) He then went to the cook and asked where he got it from, and he said from a corporal of the Royal Engineers. He knew nothing against the second prisoner.

Thomas Long said he was a private in H.M. 80th regiment at Wellington Barracks. The prisoners are cooks in the Engineers' cookhouse. He took the large piece of wood from outside the cook house. The cooks were chopping the other piece up for fire-wood. He gave them other wood in its stead. Ng Cheong Kwai, employed by the compradore, said the daily allowance of wood for the engineers cooks is 120 lbs.

George Bogue, a sapper in the Royal Engineers, said on the 7th of May, he was in front of the engineers' cook house, and he saw the prisoners and another man fetch old wood flooring at 2 o'clock a.m. He had seen provisions cooked, but it was always with the usual fire-wood. He knew that ration wood was daily supplied, but he did not mind what sort of wood was used so long as he got his provisions properly cooked.

Corporal Wm. Colston said from information he received sometime ago he had suspicion that the first prisoner sold ration wood. From that time he kept a look out. There were three bundles of fire-wood in the cook house and covered over. The wood used for cooking purposes was old wood. He could not say whether the wood was ever issued.

The first prisoner said he got the wood and burned it.

The second prisoner said he assisted the first in cooking. He know of the daily issue of wood. It came to the cook daily, ten bundles per day. The corporal with two stripes, and the first prisoner arranged about the ration wood, and it was taken away. The corporal gave the old wood to the cook to burn. When there was no old wood he burned the ration wood. The first prisoner carried the ration wood away. He had been there in the service two years. He did not receive any of the money. He did not know whether the corporal got any of the wood.

Tsoi Awing, recalled, said he gave the wood to the second prisoner, and the first, was always present in the cook house. He had not carried the wood for more than ten days.

The first prisoner said he never gave the corporal any money, but he gave him bacon and eggs twice a week.

George Bogue, recalled, said the day when he fetched the first prisoner to the station he was told by him he sold the wood and got $5 per month. He did not make much. He gave the corporal one, two, and three dollars a month. The first prisoner was responsible for the wood, and was paid by the department. The second prisoner was paid by the men, and was under the first prisoner.

The first prisoner was sentenced to six months' hard labour, and the second prisoner was discharged.

FIGHTING

Sheik Abraham, and four other Indians were charged by Indian constable No. 651, with fighting and creating a disturbance near the Man Mow Temple.

The first and second were fined 50 cents each, and the others were discharged.

DAMAGING A HYDRANT.

Chow Apoo, a water coolie, was found by P.C. 150 prizing open a hydrant with a chopper. He was fined $2.

STEALING COPPER.

Wong Achune, a coolie employed at H. M. Naval Yard, was charged with stealing two pieces of copper, and was sentenced to 14 days' hard labour.

OBSTRUCTION.

Lung Asap and six other boat people were charged by P.C. Bond No. 4 with obstructing the fairway of the steamship *Hindostan* on her arrival this morning.

The prosecutor said the first and second prisoners boarded the steamer and were driven back and they jumped into the water. The rest clung to the bows of the steamer and got in the sampan under the bow. Other boats in consequence were in danger of being capsized.

The prisoners were fined $1 each.

BEFORE THE HON. C. MAY.

The remanded case in which Walter Langdale, second steward of the P. & O. S. N. Co.'s steamship *Orissa*, charged Ho Atuk with the robbery of $222.80 and some jewellery came on again.

Thomas Henry Otway said as quartermaster he was on duty on board the steamship *Orissa*. On the 2nd June, before the vessel anchored in Hongkong, the last witness, Mr. Langdale, made a communication to him relating to the prisoner. A few minutes after the steamer anchored the prisoner came to the gangway with the design, it appeared to him, of going on shore. In consequence of what Langdale had said to him he stopped the prisoner and took him to the pantry. Langdale followed them. He told the prisoner he would have to search him before he went on shore. The prisoner said he had no money; he had only some cash. He then searched him and found within his stocking a bundle of notes rolled up. He saw Langdale open the bundle of notes and he noticed amongst them, some notes for rupees, and some Ichoboo notes, also some small coins, but he could not say how many of each. He found nothing more on the prisoner.

After further evidence the prisoner, in his defence, said he picked up the notes, &c., in a bundle.

He was committed for trial at the Criminal Sessions of the Supreme Court.

MARINE MAGISTRATE'S COURT.

4th June.

BEFORE H. G. THOMSETT, ESQ., R.N.

"FISHING LICENSE."

Fan Ayow and eleven others, fishermen, were charged with having no fishing licenses, they having been apprehended by Mr. J. J. Collaco, Inspector of junks, when fishing at Too Ka Wan.

They were dismissed and cautioned to take out licenses.

THE FAILURE OF MESSRS. AUGUSTINE HEARD & CO.

With reference to the suspension of Messrs. Augustine Heard and Co., *The Times* prints the following letter from Mr. Heard:—

"Sir,—The remarks contained in your City Article with regard to the failure of Messrs. Augustine Heard and Co., of Hongkong and China, being calculated to do much injury to the firm, you will permit me, I trust, to correct them as regards some of the particulars. The debts to native houses are in reality insignificant, and the feeling of the Chinese, so far from being hostile, is of the most cordial description. The rumours of the warehouses of the firm in Hongkong (or, at any rate, of the ports) having been destroyed are, as far as we are aware, without foundation. Telegrams, dated last night, received by me from occupants of the premises said to have been destroyed make no mention of any such occurrence. I may add that measures for our resumption of business have been substantially completed, and the formal announcement will be made in a few days.

"AUGUSTINE HEARD."

THE LOSS OF THE "HONGKONG."

The inquiry into the circumstances of the wreck of the steamer *Hongkong* in the Gulf of Aden on the 22nd of February last has been concluded, at Greenwich Police court, before Mr. Patteson, magistrate, and Captain Bight, nautical assessor. Mr. Hamel conducted the inquiry; Mr. Coryton attending for the master of the vessel, Captain Cowley; and Mr. Woods, solicitor, as representative of the relatives of Mrs. Walton and her five children, who were, with six of the crew, drowned on the occasion. The loss of the vessel was attributed to the striking of the ship on what was alleged to be a coral reef, formed between four and five miles from the coast of the island of Abd ul Kuri, not recorded in the Admiralty chart made in 1847. It was contended that there must have been, at least, fifty fathoms of water at the place where the vessel disappeared.

The following is the judgment of the Court:—"After a careful consideration of the whole of the evidence, the Court cannot satisfactorily determine whether, as is alleged, the vessel struck on the sunken rock more than three miles from the shore, or on the reef shown on the chart, and, under these circumstances the Court is desirous to give the master the benefit of the doubt, and therefore acquit him of any wrongful default for the loss of the ship. At the same time, the Court must observe as to the evils of running and imprudence of going so near to land as even four or five miles for the purpose of correcting chronometers. The Court is glad to find that the discipline of the officers and crew was most praiseworthy on this trying occasion, and the conduct of the master after the ship struck was most exemplary. Bearing in mind the importance of the doubts of an undiscovered danger existing in the track of a daily increasing traffic, the Court will recommend that measures should be taken to ascertain the position of this alleged danger, if it exists." The proceedings then terminated, it being intimated that, as the captain's certificate had been lost in the ship, application would have to be made to the Board of Trade for its renewal.

ARRIVAL OF THE ENGLISH MAIL.

The P. & O. Co.'s steamer *Nizam*, (Captain C. Barlow), from Bombay 17th, Galle 22nd, Penang 27th, and Singapore 29th ulto., bringing on the English Mail of the 30th April, arrived here yesterday morning.

The following telegrams are taken from the latest Calcutta papers:—

BOMBAY, 12th May.

No selection of a ruler for the Baroda *guddee* has yet been made; the Governments of India and Bombay are considering the report of the Committee appointed to enquire into the claims of the Khandeish branch of the Gaekwar's family.

BOMBAY, 13th May.

All the departments, except the military, and including the faujdari have been handed over to Sir Madhava Rao. All the claimants to the gadde intend sending a united protest to the Viceroy against the selection of one of the Khandeish Princes on the ground of illegitimate descent.

MADRAS, 13th May.

The Madras Government have received official notice of the Duke of Buckingham's appointment as Governor.

ALLAHABAD, 13th May.

The King of Burmah's warlike preparations continue, but it is believed that nothing serious will result.

The only members of the Prince of Wales's suite at present positively settled to accompany him are Sir Bartle Frere, General Probyn and Lieutenant-Colonel Arthur Ellis, Equerries, Doctor Fayrer and Lord Suffield. Doctor Russell, of the *Times*, comes out as a special correspondent.

Colonel Phayre has succeeded to the Bombay Command *vice* Brigadier-General Gell, who has proceeded to Europe on furlough.

MADRAS, 14th May.

The Travancore Coffee duty was abolished from yesterday.

Monsieur Romieux, Governor of Karikal, died suddenly on the 12th inst., of fever. He was buried with imposing honours and an impressive display of public regret.

ALLAHABAD, 16th May.

A disastrous fire has been raging in the wealthiest portion of the City of Peshawur since the 13th instant. Owing to a large quantity of woodwork about the buildings, the high winds and the scarcity of water caused it to spread with fearful rapidity. Both the Civil and Military authorities are working energetically. The Native troops from cantonments are employed day and night. The sappers are occupied in blowing up buildings, and sepoys in removing débris to prevent its spread. The Natives of the City are apathetic and render little or no assistance. The origin of the fire is accidental. A quarter of the city is already consumed. The Landhoora claimant has been sentenced at Saharunpore to four years' rigorous imprisonment and one thousand rupees fine, or one year more. Doctor Holmes takes charge of the central jail at Meerut.

ALLAHABAD, 17th May.

The fire at Peshawur has been extinguished on the subsidence of the winds, mainly by the exertions of the British troops with their fire engines. The fire raged sixty hours. Immense loss of property and a few casualties are reported. Fifteen thousand people have been burnt out. Pecuniary assistance is wanted. The troops behaved admirably.

COL. WYNDHAM TO "INDIAN DAILY NEWS."

MANDALAY, 15th May.

Yesterday I had a long interview with the King. His Majesty is most anxious to settle matters amicably. Bo-seet Tie, the Chinese General who is supposed to have arrested Browne's advance, arrived here three days ago bearing despatches from Peking. The King denies all complicity in the failure of Colonel Browne's expedition, which is confirmed by careful private enquiry. No serious difficulties anticipated regarding the Karenee question. Public opinion about the King's ill-treatment of foreigners quite unfounded. Rumours of concentration of troops towards the frontier are incorrect. Trade is depressed and almost at a stand-still, pending settlement of question in dispute.

THE COLLISION WITH THE P. & O. STEAMER "HINDOSTAN."

JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.

This was an appeal by the P. & O. Company, as owners of the steamship *Hindostan*, from a decree of the Judge of the High Court of Admiralty in two causes of damage promoted against them by Messrs. Legal and Chaurelon, of Nantes, the owners of the barque *Alcinous*. The suits arose out of a collision between the two vessels on the morning of the 24th of June, 1873, off the east coast of Ceylon, and about fifteen miles from land. The *Alcinous* was a barque of 345 tons, manned by a crew of thirteen hands, and was on a voyage from the Mauritius to Pondicherry in ballast. The *Hindostan* is a large screw steamship of 3,113 tons register and about 600-horse power, and was proceeding from Madras for Point de Galle with a cargo and passengers. The weather was fine, but slightly hazy, and both vessels had their lights brightly burning. The barque was making seven knots an hour, and the steamer ten knots. About two o'clock on the morning in question the watch of the *Alcinous* observed a white light several miles off, and about a point on the port bow. Thinking it was a shore light, the captain slightly altered the vessel's course. Ten minutes afterwards the three lights on the masts of the *Hindostan* became visible, and the steamer was then approaching at a rapid pace. A collision ensued, and the *Alcinous* sank. The Judge of the Admiralty Court, with the concurrence of the Trinity Masters, held that the engines of the *Hindostan* ought to have been stopped and reversed earlier, and, treating her as solely liable for the collision, condemned the company, her owners, in damages and costs. From that judgment the present appeal was brought.

Sir Henry Keating, after succinctly narrating the facts, said their Lordships concurred with the Court below in holding that there had been no contributory negligence on the part of the *Alcinous*, and that those in charge of the steamer were bound, under the circumstances, to have slackened her speed, stopped and reversed her engines, and taken other steps to prevent the collision. They would, therefore affirm the decision of the Admiralty Court, and dismiss the appeal with costs.

COMMERCIAL INTELLIGENCE.

4TH JUNE, EVENING.

New Patna, $573¾, cash, small sales reported, about 10 chests; New Benares, $550, sellers, 2 chests sold at $552½; Old Patna, $585, cash, 6 chests sold, closing at $595 to $600, demanded. No business done. Old Benares, $560, quoted, stock 3 chests. Imports, corrected:—1st June, per *Tigre*, French mail, 120 chests Patna and 10 chests Benares; 3rd June, per *Thales*, from Calcutta, 874 chests Patna and 142 chests Benares; 4th June, per *Nizam*, English mail, 1,772 chests Malwa; 4th June, per *Hindostan*, from Calcutta, 1,774 chests Patna and 370 chests Benares.

CALCUTTA, 18th May, 1875.

Estimated stocks:—530 chests New Patna, 110 chests Old Patna, 15 chests New Benares, and 10 chests Old Benares; total, 665 chests.

EXPORT CARGOES.

Per steamer *Hindostan*, for London, &c.:—

FOR LONDON.—498 bales Raw Silk, 17 bales Silk Piece Goods, 1 bale Waste Silk, 18,648 boxes Tea, 4,351 half-chests Tea, 781 chests Tea.

FOR CONTINENT.—164 bales Raw Silk, 33 half-chests Tea.

FOR INDIA.—200 pkgs. Silk.

FOR NEW YORK.—162 half-chests Tea.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand ... 4/1¼
Bank Bills, at 30 days' sight, 4/1⅜
Bank Bills, at 6 months' sight, 4/2¼
Credits, at 6 months' sight ... 4/2¼
Documentary Bills, at 6 months' sight ... 4/2¼
ON BOMBAY.—Bank, on demand 227
ON CALCUTTA.—Bank, on demand 227
ON SHANGHAI.—
Bank, sight ... 72¼
Private, 30 days' sight ... 72¾

SHARES.

Hongkong and Shanghai Bank Shares—$22 per cent. discount.
Union Insurance Society of Canton, new shares—$50 per share premium, nominal.
China Traders' Insurance Company's Shares—$810 per share.
China and Japan Marine Insurance—Tls. 90 per share.
Chinese Insurance Company.—$192 per share.
Hongkong Fire Insurance Company's Shares—$475 per share.
China Fire Insurance Company's Shares—$142 per share.
Victoria Fire Insurance Company's Shares—$160 per share.
Hongkong and Whampoa Dock Company's Shares—50 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—Par, nominal.
Shanghai Steam Navigation Company—Tls. 73 per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—$57½ per cent. discount.

NEWS FOR THE ENGLISH MAIL.

THE CUSTOMS CRUISERS BLOCKADE.

That the unfavorable reply of the Earl of CARNARVON to the memorials addressed to Her MAJESTY's Government by the Hongkong community was chiefly due to the representations of the British Consul at Canton we have before suggested. A careful perusal of his despatch to Lord DERBY will be sufficient to convince the most unbelieving of the extreme probability of this. The document referred to is an elaborate review of the whole question, so plausibly stated, however, as to be calculated to powerfully sway the Home Government, more especially as it emanates from one who is naturally supposed to be a disinterested and competent judge in the matter. That Sir BROOKE ROBERTSON is either unable or unwilling to look at the question from an English point of view we will proceed now to demonstrate by an examination of his lengthy and exhaustive defence of the action of the Chinese Revenue Cruisers, for as such only can we regard his communication to the Foreign Secretary. He commences by saying that the falling off in the Canton Customs revenue had become very marked, owing to the facilities for smuggling which the establishment of the port of Hongkong created, and the question arose with the Provincial Authorities as to what could be done. "In this dilemma," writes Sir BROOKE, "they sought counsel from me." They were wise in their generation: they could not have gone to one better qualified or more willing to give it. "It has been my habit to be frank and open in my dealings with the Chinese Authorities," proceeds the CONSUL, "and give them all reasonable support." Well, too, they seemed to know it, when they applied to their ingenuous and confiding friend. What was the result? We will give it in Sir BROOKE ROBERTSON's own words. "I told the VICEROY, who consulted me, that he must dismiss from his mind all hope of collecting Imperial duties in the colony of Hongkong, which was one of his ideas, for it was against the law, but I considered he had a perfect right to establish Custom stations—another of his schemes—as close to the colony as he chose, and compel all junks clearing from Hongkong, or entering it, and when beyond the limits of Colonial jurisdiction, to call there and pay their duties. Such was the origin of the Customs blockade."

Sir BROOKE ROBERTSON, having thus embarked on a line of policy detrimental to the interests of his fellow countrymen, waxes jubilant at its success. "The commotion it caused to the smuggling fraternity, when the thing was established," he says, "was great. The then Governor, Sir RICHARD GRAVES MACDONNELL, saw in it only a blow to the prosperity of the Colony, which unquestionably it was—that is, to the smuggling prosperity, and predicted all sorts of evils. I held, however, to the position I had taken, conceiving that if smuggling could, by any legitimate means, be prevented from being a source of distrust and alarm to the Chinese Government, it was of more importance for our general interests than any local advantages, based on principles of doubtful integrity, would or could afford." Such language as this is eminently calculated to mislead the FOREIGN SECRETARY and give him a view of the subject totally opposite to that entertained by those best fitted by actual experience and intimate knowledge of the evil to form an opinion thereon. It is also likely to create in England an erroneous and highly prejudicial impression concerning Hongkong. This unfortunate colony has long, thanks to alarmist reports, enjoyed a reputation for unhealthiness at home it never really deserved; it will now probably be stigmatised as a stronghold of smugglers, and a haunt of illicit traders. The smuggling, if smuggling it can be called, which has been carried on in these waters is of a very different complexion to the contraband trade usually so designated. The Chinese traders are subjected to so many and such intolerable exactions that it is hardly a matter for wonder if they do sometimes seek to evade paying some of them. If there was merely one duty payable, and it was properly collected, there would soon be an end of most of these cases; but so long as Chinese officials are suffered to abuse their authority and mercilessly impose what duties they think proper, so long will the junk traders continue to endeavour to avoid paying more than they are literally compelled. It is not our intention to defend the practice; but it is not to be wondered at if the native traders, under these circumstances, are unable to see that their action is fraudulent.

Sir BROOKE ROBERTSON is unable to recall a single case of the seizure of a Chinese junk to which smuggling, or strong suspicion of it, did not attach, either directly or indirectly. He does not believe in the tales of harsh treatment told by the junk traders, and returns a general verdict of "served them right." Sir BROOKE ROBERTSON's information is not always the most accurate. Thus, in a letter to the Honourable J. GARDINER AUSTIN, he writes, with regard to the junk *Kum-hop-sing*: "She was captured by the revenue cruiser in command of Captain PALMER, in whose judgment and sense of justice I have confidence. The owners and master appeared at the office of the Superintendent of Customs, acknowledged the attempt to smuggle the goods into Hongkong, and paid a fine for the release of junk and cargo, which were handed over to them." Now it subsequently turned out that the junk was not captured by Captain PALMER, and "has not," says the report of the Commission of Inquiry, "been handed over on payment of a fine or otherwise." What does this prove? That he credulously placed implicit faith in the suave assurances of the Canton officials. And this is what he has done so often and so readily that he cannot harbour a suspicion of bad faith or insincerity against them. It is in this spirit he writes to the effect that no exception can be taken to the action of the Chinese Government in collecting its duties, "unless there is clear evidence of an intention to cripple or annihilate the trade of a neighbouring friendly state," and that no such evidence "exists in the present case." Evidence sufficient to convince any ordinary and unbiased individual has been adduced on several occasions to prove that the Chinese Authorities have no friendly feeling for this colony and would willingly, if possible, injure its trade.

But unhappily Sir BROOKE ROBERTSON is not content with this. He tries to show from the Harbour Master's annual returns that the junk trade had not diminished, whereas Captain THOMSETT has stated in his last two reports that it had fallen off considerably through the action of the Customs cruisers. Again he draws attention to the Hon. J. WHITTALL's speech at the meeting last autumn, and on the strength of some half-dozen dissentients at a largely attended meeting declares that the resolutions were not passed unanimously. Sir BROOKE ROBERTSON, too, exaggerates the importance of Mr. WHITTALL's testimony. That gentleman is not so well qualified to form an opinion on the subject as many gentlemen in the colony. It is true he is one of the oldest residents in China, but he has not lived in this colony so long as some of the merchants, and has always been immersed in his own business. These circumstances go some way towards lessening the value of his evidence on the subject. There are few people in the colony who could be found to endorse it, and fewer still who agree with the deductions of Sir BROOKE ROBERTSON. Unfortunately, however, the mischief has been done: the FOREIGN SECRETARY has hearkened to the voice of a charmer, who charmed unwisely, but too well, and we fear there is no appeal against the decision the advice of the CONSUL has been instrumental in procuring.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

An extraordinary meeting of shareholders in the above Company was held at the office, Queen's Road, Hongkong, on the 25th ultimo, to take into consideration a proposition to wind up the Company. There were present:—Messrs. A. André (chairman), E. D. Sassoon, Sands, Hayllar, Q.C., C. P. Chater, Landstein, W. H. Bell, Anton, Wheeler, J. T. Chater, Middleton, Nicaise, H. Oope, J. Greig, H. H. Nelson, Sandeman, McCulloch, J. J. dos Remedios, Kruse, Elwell, Karberg, da Costa, Head, Marafelt, Burrows, Hancock, Joost, Hubbe, &c.

The CHAIRMAN, having read the notice calling the meeting, read the following letter which had been received by the directors:—

"Hongkong, 30th April, 1875.

"To the Directors of the Victoria Fire Insurance Company, Limited.

"Gentlemen,—We the undersigned, Shareholders in the Victoria Fire Insurance Company, Limited, have to request, in accordance with No. 51 of the Articles of Association, that you will be good enough to call an Extraordinary Meeting of Shareholders to take into consideration a proposition for voluntarily winding up the said Company, and for appointing Liquidators for said purpose.—We are, &c.,

(Signed.) "S. E. BURROWS,
"and 36 others, representing 500 Shares."

The CHAIRMAN then said: Before I request any of the gentlemen who have signed this letter to place a motion to that effect before the meeting, I consider it my duty to express to you the views of the directors in regard to winding up this Company. Owing to the absence of any large conflagrations during late years, the financial position of the Company is at present very satisfactory. On the other hand the directors cannot close their eyes to the fact that the premia account shows a constant decrease, and any disaster coming over us would easily wipe out the profits of one or more years. The directors, on their part, do not wish to advocate any steps either to one side or the other; but they cannot help thinking that if the Company is to be wound up, no better time than the present can be chosen. The shareholders now will get a very fair return for their shares, while the future is uncertain, and it would not be wise to expect that we shall continue to be spared from losses. I have nothing else to say on behalf of the directors, but will be glad to receive a motion from one of the gentlemen who signed the requisition.

Mr. BURROWS then proposed that the Company be voluntarily wound up forthwith.

Mr. A. H. CHINOY seconded.

The motion was carried unanimously.

Mr. C. P. CHATER proposed, "That Messrs. André and Sassoon be appointed liquidators, and that their remuneration be at the rate of one per cent. on the total amount distributed to the shareholders."

Mr. HANCOCK seconded, and it was carried unanimously.

The CHAIRMAN said there would be another meeting held in a fortnight to confirm the resolution which had just been passed.

Mr. MIDDLETON asked if the confirmatory meeting could not be held sooner?

The CHAIRMAN said it could not be held sooner, as the local ordinance required a fortnight.

Mr. C. P. CHATER said that, as the proposition to wind up the Company had been carried unanimously, he would suggest that the outstanding risks be re-insured at once.

The CHAIRMAN said if that were left in the hands of the liquidators they would see to it.

The meeting then terminated.

THE GROUNDING OF THE "VIKING" ON THE BOMBAY SHOAL.

The following is the finding of the Court of Enquiry into the grounding of the British steamer *Viking* on the Bombay Shoal:—

1.—We find, that the British steamer *Viking*, official number 71,662, of Glasgow, 1,685 tons register, while on a voyage from Glasgow and London to Hongkong with about 3,000 tons of cargo on board, grounded at 2.30 a.m. of the 14th April, 1875, on the East side of the Bombay Shoal in the Paracels Group, China Sea, remaining there about 57 hours; when, after jettisoning about 500 tons of cargo the vessel floated off the Shoal, and proceeded on her voyage, arriving at Hongkong on the 18th ultimo, with but a small portion of the remaining cargo damaged.

2.—We find, that shaping a course to pass 20 miles Eastward of the Paracels Group was an error of judgment.

3.—We find, that the evidence shews the Captain left the deck at about 10 p.m. of the 13th, the chief officer being at that time officer of the watch. There is conflicting evidence as to the perfect clearness of the horizon during the night of the 13th, but it is certain that no attempt was made to get a star observation, nor was any reference made to the subject when the master and first mate consulted the chart between the hours of 9 and 10 p.m. The Court are of opinion that an effort should have been made to correct the uncertain position of the ship.

4.—We find, that the master, officers and crew behaved in a seamanlike and energetic manner to get the ship afloat, and the Court express their approval of their conduct after the vessel had grounded.

After a due consideration of the circumstances, the Court hereby adjudge that the certificate of competency of Robert Stewart Tannock, Number 19,481, be suspended for *Three Months* from this date.

Given under our hands at Hongkong, this 7th day of May, 1875.

C. MAY, First Police Magistrate.
H. G. THOMSETT, R.N., Harbor Master, &c.
H. L. DALRYMPLE, Un-Official Justice of the Peace.
R. H. CAIRNS, Government Marine Surveyor.
N. W. HASELWOOD, Commanding P. & O. Steamship *Gwalior*.

Confirmed,
J. GARDINER AUSTIN, Administrator and Commander-in-Chief.

ANOTHER TYPHOON.

WRECK OF THE "POYANG," AND GREAT LOSS OF LIFE.

We have been visited by another of those disastrous gales common to these seas, but the damage and loss resultant have happily fallen very far short of that effected by its fearful predecessor of the 23rd of September last. The fury of the recent typhoon was chiefly felt in Macao and the Canton river; Hongkong suffered very little, comparatively, from its effects. The most lamentable result is the total wreck of the steamer *Poyang*, which occurred when within some six miles of Macao, attended with the loss of about 100 lives. This terrible catastrophe has been the event of the fortnight, and will render the storm just over sadly memorable here in local annals. Full particulars of the mournful occurrence will be found further on.

The weather on the 31st ult. was exceedingly rough and boisterous, but as typhoons are not common at this time of year, no uneasiness was felt in consequence. For some hours in the morning rain fell heavily, accompanied by long and loud peals of thunder. In the early part of the day it cleared up somewhat, but towards afternoon the wind set in strong again, and blew a perfect hurricane. About nine o'clock, the barometer had fallen to 29.60. The day previous to the typhoon in September last, it ranged from 29.83 to 29.12. Towards evening, there was a big sea rising and some indications of a coming typhoon. All steamers in port got up steam. The steamship *Fernlower* fouled

her anchors and had a narrow escape of going athwart of several vessels before she could get up sufficient steam to keep a-head. She, however, managed to crawl over to the Kowloon side. The *Hailoong*, alongside the wharf, went to moorings, and the British ship *Cornuvia*, discharging coals at the P. M. S. Co.'s wharf, was towed off into the middle of the harbour. Sampans and cargoboats all cleared out, and as darkness came on boats were not procurable at any price. At dusk the British steamship *Ningpo* drove down on to the bows of the steamship *Achilles*, and very nearly came into collision. As the night wore on the gale increased in violence, and by midnight the storm was at its height. It first commenced at N.E. and veered round to the S.W. through W. The rain accompanying it was terrific between 10 and 11 o'clock. The steamship *Ningpo* sheared off clear of the *Achilles*, and steamed out to the Eastward of the men-of-war ground without any damage to either. The American bark *Edward James* lost her mizenmast in one of the squalls in the course of the day. She is now lying over at the Kowloon Docks, having a new mainmast fitted in. The stays of the mizenmast having been loosened from the mainmast, it took very little to cause it to be blown over the side. At 11.30 p.m. the British bark *St. Andrew's Castle*, lying off the Sailors' Home, was in great danger of capsizing, in consequence of her ballast shifting during a sudden squall, and to save her it was found necessary eventually to cut away the main and mizenmasts. The German bark *Sudan*, lying out in the middle of the harbour abreast of the Canton wharf, was at 12.30 in the same predicament, and to save the vessel, her main and mizenmasts had to be cut away. At West Point several cargo boats and sampans were broken up, and three junks foundered. Several boat people have been missing, but as yet only the body of one child has been picked up near where one of the junks foundered. The *Kinshan* did not start for Canton till eleven o'clock on the morning of the 1st instant.

The damage done on shore, though widespread, was happily not very serious. The water in the harbour seems to have been up on the Praya, but very little injury has resulted. The houses facing the harbour, with one or two exceptions, seem to have escaped. Before midnight the front of the house known as the "Empire Tavern," No. 262, Queen's Road, also the next house, No. 260, and part of the front of house No. 258, came down with a crash into the street, nearly killing a woman and two children who were lying down inside. A large brick verandah in front of the German Tavern also gave way. The roofs of a row of houses in the Queen's Road, next to the P. & O. Coal Godowns, have been completely blown away. The fronts of two three-storied houses, next to the Novelty Iron Works, also came down with a run. One very large tree next to the No. 7 Police Station was torn up by the roots and completely blocked up the Pokfullum Road. Passing along the streets in Taipingshan, numbers of venetians, &c., were seen to have been blown down, but this was all. In Hollywood Road a great many branches of trees were lying about, and some of the houses in the same locality were more or less injured. The verandah of No. 24 was unroofed, and one or two of the adjoining houses lost a great many of their tiles. Part of the front wall of No. 11, Elgin Street gave way to the gale, but the breach is only slight. Caine Road for some distance was strewn with branches, but the residences along it were not much harmed. A fine tree near Dr. Clouth's gateway, in Castle Road, was very much mutilated. Some railings at West Terrace were blown down, and several small trees laid prostrate. A tree inside Sir John Smale's gateway was also destroyed. Standing at the water tank in Caine Road and looking down on Taipingshan, a number of Chinese houses could be seen more or less injured. The Sing Ping Theatre roof was pretty well stripped on one side. An out-building at Baxter House was partly blown down, but the house itself escaped. All the bamboo sheds at Captain Sands' Patent Slip at West Point have been blown down. Mosque Terrace and Seymour Terrace were uninjured, with the exception of the loss of a few tiles and a venetian here and there. The water at Old Bailey Street seems to have rushed down with great force, as a part of the road at the top has been washed away, leaving several very deep ruts and laying the gas pipe bare. A verandah at the back of one of the houses in Arbuthnot Road was blown down and the roof damaged. The Public Gardens have again, we are sorry to say, come in for their share of disaster. A number of the trees and shrubs have been either broken or uprooted altogether, and many of the flowers in pots have been completely destroyed. This is all the more to be regretted, because the gardens were just beginning to recover their wonted appearance after the injury sustained last September. A number of trees outside the Gardens, and several in the grounds of Government House, were also destroyed. Government House itself, although well exposed to the fury of the gale, was not damaged. The Cathedral was equally fortunate. The City Hall fared rather worse, many of the windows and some of the venetians were broken. The garden wall of General Whitfeild's late residence was blown down in several parts. The Murray Barracks escaped, but a number of trees in the vicinity were stripped of their branches. Several of the buildings in the Naval Yard sustained some injury, one especially being considerably damaged in the roof. The destruction at Wanchi has not been very extensive. Several trees about St. Paul's College and Wyndham Street were also very much broken. Many of the verandahs of the houses in Wyndham Street facing the Harbour were unroofed, and the servants' quarters were also much damaged.

At the Peak there appears to have been considerable damage done. The signalman's house, which was thought capable of standing almost any storm, sustained severe injury. The signal mast and yard escaped harm this time, as the topmast had been struck in the afternoon.

The following readings of the barometer during Monday, taken at Messrs. G. Falconer and Co's, will prove interesting:—

9 A.M.	29.892	8 P.M.	29.684
1 P.M.	29.808	9 "	29.630
5 "	29.740	10 "	29.600
6 "	29.728	11 "	29.586
7 "	29.720	11.30 "	29.600

The French mail steamer, which arrived the following afternoon, experienced fine weather throughout, and it is therefore evident the storm did not extend far in a southerly direction.

The damage among the sampans and junks is considerable, no less than eleven of the latter having been driven ashore at Yow-mati-tee Bay. Three of these were completely broken up. The damage on shore in British Kowloon is not very serious, being confined principally to matsheds, railings, and trees. An out-house belonging to Mr. Silva, and part of the wall adjoining have also been destroyed. The shores of Stone Cutter's Island were strewn with wreckage, but so far no Chinese have been seen, to claim any of the property. On the 2nd instant some Chinese were fined at the police court for carrying away property belonging to junks wrecked there. It is supposed that a number of lives have been lost, but no dead bodies have yet been found.

The Chinese prophecy that on the 10th day of their sixth month—that is, 12th July—a much larger typhoon than that witnessed last year is to visit the Colony, and unless the main force of it is spent outside, it will undoubtedly ruin Hongkong. We only trust that such a prognostication is considerably wide of the mark.

THE WRECK OF THE "POYANG."

The steamer *Spark*, which arrived at 6 o'clock on the morning of the 2nd inst., brought the sad intelligence that the Macao steamer *Poyang* had foundered, with a great loss of life. It appears that she left this port for Macao as usual on Monday, and had arrived in sight of Macao when the typhoon commenced in full force. Finding the violence of the wind too strong to turn back, at 6 o'clock she was compelled to bring up off the "Nine Islands" about six miles from the harbour, and there experienced the full force of the typhoon. The sea rapidly increased, sweeping the decks. Everything that could be was done to save the vessel, but a huge sea was breaking over, and she foundered about eleven o'clock that night. There were about 100 passengers on board, also the captain, officers, and crew of the Portuguese vessel *Santa Sancha* sold at Manila. Captain Carroll, the chief mate, and purser along with nearly all the passengers have been lost. Those saved are—1st and 2nd engineers, one passenger (Captain Wade), two watchmen, two pilots, four sailors, three firemen, one Chinese passenger, and Captain's boy—making 16 in all. The chief engineer, Mr. Murphy, was saved by clinging to the walking beam, from which he was picked up, and was taken on to Macao, where he found the harbour covered with wreckage. On the news of the sad disaster reaching Macao, the agents of the illfated steamer did their best to get a boat of some sort to go to the wreck, but not a single one could be got for any money. They then applied to the Governor of Macao to send out one of the Government gunboats, and His Excellency, with commendable promptitude, ordered the *Camoens* to leave at once.

On the receipt of the intelligence in Hongkong, universal regret was felt at the sad disaster. Captain Carroll was known here by everybody, and was very much respected, and passengers to Macao will miss his genial and hearty companionship. The flags of nearly all the vessels in the harbour, as well as those on the different mercantile houses, were flying half mast on the 2nd instant out of respect for the deceased.

The only items of cargo by the *Poyang* given were 18 chests of opium, and 50 slabs of tin. The upper portion of the steamer is visible above water, and it is probable that her machinery may be saved. The *Spark* left at two o'clock p.m. on the 2nd instant to take the place of the *Poyang*. A junk arrived in Hongkong on Wednesday, bringing on several of the Chinese survivors of the disaster. H.M.S. gunboat *Ringdove* and the steam-tug *Little Orphan* were promptly despatched to the scene of the wreck.

The Portuguese gunboat *Camoens*, which went first out to the wreck, arrived here on Thursday, and she reports that she passed the *Poyang* again but did not see any bodies. She adds also that no survivors have been found beyond the sixteen rescued at first from the walking beam. The *Pong-chao-hai* also arrived on the same day but brings no further particulars. The *Chee Jui*, driven on shore on the gale came off at the high water on Wednesday morning and proceeded to Canton slightly damaged. The *Peng-chao-hai*, between Lantao and the Nine Islands, picked up a Chinaman, insensible, floating on a junk's hatchway. He is supposed to have belonged to some fishing junk wrecked in the storm.

THE TYPHOON AT MACAO.

(*From our own Correspondent.*)

MACAO, 1st June.

Another terrible and destructive typhoon has, I regret to say, visited this unfortunate place, causing great damage to property and considerable loss of life on the water, though happily nothing like so disastrous in its general effects as that which occurred on the 23rd September last—an ever memorable date here.

The weather here began to grow rough and boisterous on the evening of the 30th ultimo, and it continued so until the next day, blowing hard all the time from the East. At about one o'clock p.m. the wind increased considerably in violence, and was accompanied by rain. This was followed by occasional squalls. The barometer was steady up to the hour just mentioned, but after that time began to fall gradually until 11 o'clock p.m., when it had gone down to 28.80, and subsequently rose gradually until the gale abated, about 3 o'clock the following morning. The destruction at sea amongst the native craft is reported to be very great, and the loss of life serious, but no definite particulars have yet been received. A Chinese revenue cruiser is ashore, and great numbers of junks and hundreds of sampans are floating about bottom upwards or broken up.

On shore the damage done is also extensive, more especially in the inner harbour. At the Praya Grande the chief sufferer from the fury of the typhoon was the Government House. This is almost a wreck; the greater part of it came down with a frightful crash, burying about eleven persons in its ruins. The aide-de-camp of His Excellency the Governor was much injured, and was carried to the Military Hospital of St. Januario. His Excellency the Governor himself had a very narrow escape from being overwhelmed in the falling mass. A soldier fortunately saved him, but only just in time. His Excellency intends removing with his family to the premises of the Viscount do Cercal as soon as practicable.

Numbers of other buildings have sustained more or less damage, by being partially unroofed, windows broken, verandahs destroyed, and venetians carried away. Some of the roads are also in a deplorable condition, and the trees, as usual, have fared ill in the storm. The roads and pathways were after the typhoon thickly strewn with branches, and littered with broken tiles and rubbish. I cannot stay now to particularise, but am glad to say that although the injury is widespread, fortunately in most cases it has not been very serious.

The steamer *Poyang*, which left here yesterday morning for your port, returned as usual in the evening, but was unable to reach Macao in consequence of the bad state of the weather. She anchored therefore at the Nine Islands, and at 11 o'clock became a total wreck. Only sixteen people were saved. The master (Captain Carroll) the chief mate, the purser, the late captain of the *Santa Sancha*, and the chief mate of the vessel, together with the large majority of the Chinese passengers were drowned or are missing. The gunboat *Camoens* was despatched this afternoon, by order of the Governor of Macao, to the scene of the catastrophe. Most of the other boats are in such bad condition as to be unavailable for immediate use. The survivors from the unfortunate steamer arrived early this morning in Chinese fishing boats. The melancholy disaster has cast a gloom over this city, many of the lost ones being well known here, and some of the Portuguese having connections in the place.

THE TYPHOON AT CANTON.

The storm was felt severely at Canton, and was especially disastrous in its effects at Whampoa. The Canton steamer *Kiukiang*, which arrived at Hongkong on Tuesday afternoon, brought intelligence that the typhoon raged on Monday night, at Canton with terrific violence. The river was filled with wreckage, and nearly all the houses at Whampoa were blown down. The barometer at Canton fell till one o'clock, when it registered 29.32; it then began to rise again. The steamer *Bombay*, which was in the Canton River the whole of Monday night, and which arrived here on Tuesday morning, seems to have encountered the full force of the hurricane. She reports that there was a large quantity of wreckage in the river, and she was successful in picking up no less than twenty men, women, and children, who were floating on spars and wrecked sampans.

The Canton steamer *Kinshan*, which arrived in this port on Wednesday afternoon, brought further confirmation of the ruinous condition of Whampoa, and the destruction effected by the typhoon among the craft on the river between that place and Canton. The river was literally strewn with fragments of junks and sampans, and a great number of dead bodies were observed floating amongst the *débris*. It is much to be feared that a very serious loss of life has occurred among the large floating population of these places.

TRAGEDY AT FOOCHOW.

A CUSTOM HOUSE OFFICER SHOT ON BOARD THE "DOUGLAS."

The steamer *Douglas*, which arrived in this port on the morning of the 3rd inst. brought intelligence of the shocking murder of Mr. Blacklock, an Englishman, a Custom House officer in the employ of the Chinese Government at Foochow, whilst in the execution of his duty on board the steamer, by a party of smugglers.

From what we have been able to learn, it appears that the *Douglas* reached Foochow on Wednesday, the 26th ultimo, and anchored in the river near the Pagoda Anchorage. Mr. Blacklock came on board as usual for night duty, shortly after dark. The crew spent the evening playing cards, and all retired about ten o'clock, except Mr. Brett, chief officer of the steamer *Namoa*, who was on sick leave on board, and who remained with the Custom House officer for some time later. When Mr. Brett turned in the Custom House officer asked him for his revolver, saying that he expected to have a visit from smugglers in the course of the night. It appears that his suppositions were formed from the fact that for some time past the coast steamers have been used, unknown, of course, to the captains and officers, for the purposes of smuggling. On the last trip of the *Kwangtung* a quantity of contraband opium had been seized. The consequence was that the Chinese contrabandists vowed vengeance against all the Custom House officers, and determined to have their revenge at the earliest available opportunity.

Mr. Blacklock's apprehensions turned out to be quite correct. At exactly one o'clock in the morning a smugglers' boat (a snake boat) came alongside the *Douglas*, with a large number of men on board. Mr. Blacklock observed them, and at once ordered them off. They, however, kept on their course, and he then fired a shot over the boat. The warning was unheeded, and they attempted to climb up the ship's side. He then discharged the three remaining chambers of his revolver, in such close quarters to them that some of the shots must have taken effect. He was leaning over the rail at this time, and no sooner was his revolver empty than the pirates opened fire on him and he received no less than twenty-five slugs right in the breast, and fell on the deck, expiring almost immediately.

Captain Burnie and the crew, hearing the firing, at once rushed out with their revolvers and a few shots were fired, but the pirates slunk away on their appearance. There was only one snake boat along-side, but two others were seen in the immediate vicinity; so had the first been successful in their attack, there is no saying what the result might have been. The crew of the *Douglas* heard next day that four of the smugglers in the boat had been killed by the shots from the steamer, and that several of them had been wounded. Mr. Cornforth, the chief engineer of the *Douglas*, had a very narrow escape, for he rushed on deck just as the volley had been fired which was fatal to the Custom House Officer. As soon as the miscreants had cleared off, the second officer was despatched to the gunboat *Hornet*, which was in the river at the time, to request the attendance of their doctor. He promptly attended, but of course was too late to render any assistance, as he at once pronounced Mr. Blacklock to be quite dead. Another officer was sent on shore to report the occurrence to the Chinese Authorities, who readily promised to take summary proceedings against the smugglers.

On the following night Captain Burnie took special precautions in case of another attack. He procured four men from the steamer *Glenfinlas*, four from the steamer *Braemar Castle*; and these with eight others, all armed, were put on watch. The ship's guns were also loaded with grape shot to be ready at any moment, but the visit of the smugglers was not repeated. The bulwarks of the steamer bear the marks of the slugs which were fired at Mr. Blacklock. Great credit is due to Captain Burnie and his officers for the pluck and promptitude they displayed on the occasion, and for the precautions taken to prevent the recurrence of the attack.

Mr. Blacklock's body was subsequently conveyed on shore, and an inquest was held at the Custom House, before Mr. C. Carroll, the British Vice-Consul, stationed at the Pagoda Anchorage. Several of the officers of the *Douglas* attended and gave evidence, and a verdict of "Wilful murder against some person or persons unknown," was returned. The jury added that Mr. Blacklock had fallen, in the execution of his duty. Mr. Blacklock's funeral was attended by nearly all the foreign residents and the Customs' officials, by whom much sympathy was expressed for his sad fate.

When the news was received on shore it created a great agitation among the Chinese, some of whom assumed a threatening attitude, and it was feared they would attempt to burn down the Commissioner's House. The authorities indeed were so much alarmed that a large number of war junks were stationed in the river, and a body of troops guarded the Custom House. Strangely enough, the *Hornet* left the river for Formosa at seven o'clock on the morning of the attack, when her presence, it might have been thought, was most necessary for the safety of the shipping and the tranquillity of the port. It is some consolation, however, to find that when the matter was reported to Commander Stewart, of H.B.M.S. *Growler*, then at Amoy, that vessel at once started for Foochow. A Chinese Cruiser, then at Amoy, was telegraphed for, but as she was being repaired could not go on.

We believe that the river in the locality of the Pagoda Anchorage is regularly infested with these smugglers. There is a village with a population of some 4,000 of the fraternity in one of the arms of the Min, quite close to the Custom House. The fact that opium has been smuggled in the coast steamers by Chinese having come to the knowledge of the Custom House Authorities, the officers have for some time past been on the alert to detect such operations. This course, as we have already said, has much incensed the smugglers, and the late seizure determined them to obtain revenge on the officials. Indeed, one of the latter, who had been specially singled out as a mark for their revenge, had to be removed, very recently, to Shanghai. The Custom House at Foochow is very poorly manned, there being at present only three officers fit for duty.

The attack altogether was of a most daring description, and suggests the reflection that a British gunboat ought to be permanently stationed in that locality for the protection of British vessels. The fact that there were several other British steamers lying in the river at no great distance from the *Douglas* makes their bravado all the more marked.

The *Foochow Herald* gives the following account of an attack by smugglers upon a boatman, whom they suspected of being an informer in the case of the recent seizure of opium:—We learn of a somewhat bold attack having been made upon the Customs' establishment at Pagoda Anchorage. It appears that a short time ago, two chests of opium were smuggled from one of the steamers in port, and landed in a village at the back of Nan-tai. The Customs' officer in charge of the steamer obtained information which led to the discovery of the smugglers, and subsequent confiscation of the drug—a result by no means pleasing to the contrabandists, who, Chinese fashion, immediately set to work to discover the informers. Suspicion was fastened on a sampan man in the employ of the Customs; and about 10 o'clock on the night of the 22nd ult., an armed snake boat pulled up to the Custom House jetty, attacked the sampan in question, wounded the boatman's wife, and carried off their son—a lad of fifteen. We understand that the matter has been reported to the Tartar General, and that the people of the offending village will be severely dealt with.

THE VOYAGE OF THE "NAMOA," FROM HONGKONG TO SYDNEY AND BACK.

The following is the report of the steamer *Namoa*, Captain Westoby, from Hongkong to Cooktown, Sydney, and Newcastle and back:—The *Namoa* left Hongkong on March 19th at 5 p.m., with 517 Chinese and 4 European passengers for Cooktown and Sydney. Experienced strong N.E. winds and heavy sea to the North end of Luzon, which was passed on the 22nd at 4 p.m. Down the East side of the Philippine Islands had light variable winds and equally weather. On the 26th at 3 p.m., passed Palmas Island, and entered the Malacca Passage. On the 29th passed through the Manippa Straits into the Banda Sea, thence between Timor Lout and Arrow Islands into the Aurafura Sea. Sighted Booby Island on 3rd April at 10 a.m. Steamed through Torres Straits and anchored at Somerset at 4 p.m. same day. Left again at daylight on the 4th, and at 7 a.m., passed the str. *Egeria*, bound to Cooktown. At 7 p.m. anchored off Cape Restoration for the night; at daylight on the 5th proceeded on the voyage. At 11.45 passed the Eastern and Australian mail steamer, going North; anchored at 9 p.m. off Cape Melville with dark cloudy weather. Started again at daylight on the 6th, and arrived at Cooktown at 7 p.m., having been 18 days from Hongkong, including all stoppages, 16 days of which were under steam. On 7th and 8th April landed passengers in ship's boat, all well. Left Cooktown for Sydney at 6 a.m. on the 9th. Rounded Sandy Cape on the 13th at 8 a.m. Experienced strong Southerly winds and heavy sea to Sydney, which reached at 6 a.m. on the 16th, being 27 days and 12 hours from Hongkong, including all stoppages and detention. Discharged cargo and left Sydney at 10 a.m. on the 17th for Newcastle, arriving there at 5 p.m. the same day. Commenced loading on the 21st, having had to wait our turn to get under the cranes; took in 1,300 tons coal, and left for Sydney on the 23rd at 9 p.m., arriving there at daylight the following morning. Steamed alongside the Circular Quay. On Sunday, May 1st at 6 a.m., left the Circular Quay, and steamed out to the heads; finding it blowing a heavy gale from the Eastward with high sea, stood into Watson Bay and anchored for the night; on Monday, the 3rd, there was no improvement in the weather, and we steamed back into Sydney for a fresh supply of provisions, having on board eighty European gold diggers for Cooktown; on Tuesday, the weather moderating, we started at 10.30 a.m. The steamer *Adria* started for Hongkong one hour later. Experienced fresh N.W. winds and confused sea to Sandy Cape, which was passed on the 8th at 4 a.m.; on the 11th, passed the steamers *Japan* and *Scotland*, bound South, all well; arrived at Cooktown at 10 a.m. on the 12th; the steamer *Adria* arriving same day at 8 p.m.; on Friday, May 14th, the *Tom Morton* arrived at Cooktown from Hongkong. Left Cooktown with 45 steerage passengers for Hongkong (return diggers) with 2,500 ounces of gold between them, valued at £10,000 sterling; at 6.40 p.m. we anchored off Cape Melville for the night, and proceeded again at daylight next morning. At 3 p.m., passed the *Brisbane*, bound South; anchored off Cape Duratsch at 6.40 p.m. Proceeded on at daylight, and anchored under Cainoross Island at 7 p.m. Weighed again at 4 a.m. on May 17th, and anchored at Somerset at 9 a.m. to discharge 4 large smacks for pearl fishery. At 2 p.m. same day the *Adria* passed Somerset on her way to Hongkong. Left Somerset at 3 p.m., and steamed through Torres Straits. Cleared Booby Island at 9 p.m. that night; on the 18th *Adria* in company until dark, when we parted, each taking a different route, she *Adria* going to the Eastward of the Philippines. On the 20th, we passed between Timor Lout and Arrow Islands into the Banda Sea, thence through Manippa Straits and Pitt's Passage to the Malacca Passage; crossing the Equator at noon on the 23rd; passed through the Banda Passage into the Celebes Sea, at 2 a.m. on the 24th; on the 25th at 7 p.m. passed the Town of Zamwonzan, on the Baselan Straits, and entered the Sulu Sea. At 8 p.m. on the 17th entered the China Sea, through the Northumberland Straits, and set course for Hongkong. Experienced light variable winds and fine weather throughout.

THE YUNNAN OUTRAGE.

"Puritan" writes, under date of 11th May, to the *N. C. Daily News* as follows:—I once more, with your permission, presume to lay before the British public a few observations respecting the intended investigation into the assassination of Mr. Margary and his servants in the province of Yunnan, and which I trust your readers will at this moment deem acceptable.

Mr. Margary, on his making the journey through China from east to west, stayed some days—report says a week, at the town of Manwein; and was entertained by the Chinese civil authority of that place; Mr. Margary having been furnished with a passport, which was drawn up in the English and Chinese languages, and which bore the seals of Great Britain and China; and being besides furnished with despatches from the Tsung-li-yamên, at the desire of Mr. Wade, Her Majesty's Envoy, to the provincial authorities on the route. The Chinese functionaries at Manwein were thus well aware that Mr. Margary was a British subject, and a British officer, travelling in the Empire of China by the written permission of the Chinese Imperial Government; and that it was consequently their duty, as stated in the passports, to protect and aid him while on the journey within their jurisdiction. Consequently, on Mr. Margary's second appearance in Manwein, and still provided with a passport and despatches as before the local authorities were fully cognizant of his nationality, and of his position as a British officer; and as the inhabitants of the place had already seen him holding official intercourse with their authorities on his first coming to Manwein, they also, most undoubtedly, were perfectly cognizant of his nationality, and of his rank; for the Chinese people have the habit of asking for information on these points on seeing foreigners; and, consequently, when Mr. Margary was assassinated at Manwein, both the Chinese functionaries and the Chinese people of the place were aware that a British subject, and a British officer, was being assassinated.

The civil authority of the town of Manwein is a Foo-sze, or native magistrate, and the military officer stationed there will be found to be of the rank of a Major in the Imperial service. The chief civil functionary at Tang-yue (Momein) holds the rank of Sub-Prefect, and, from the Chinese Red Book I learn he is named Fang-kwei-fang and is a native of Anhwuy province, (a native of the same province as Li Hung-chang, and, I think, also as Pwan Ting-sin, the Fantao of Yunnan). The chief military authority at Tang-yue holds the rank of Major-General, is named Le Wei-shuh and is a native of Yunnan province. From the accounts we have before us, it is shewn that the town of Manwein lies only a short day's journey, some 7 or 8 miles, from the garrison town of Chan-tah. Chan-tah appears to be a fortified place, and, of course, contains a suitable garrison, and lies on the route by the Tee-pe Pass from Bhamo to Tang-yue. The soldiers who attacked Colonel Browne's party, were no doubt drawn from the garrisons, of the fortified town of Chun-tah and of the city of the Tang-yue. The commandant of the Imperial troops in the Tang-yue region holds the rank of Tsung-ping, or Major-General, and is named, as said above, Le Wei-shuh. General Margary, in his letter to the *Times*, alludes to the Chinese troops who attacked Colonel Browne's party, "as being commanded by the nephew of Lee See-hie." Le Wei-shuh and Lee See-hie may be the same general under different names.

It is, under all these circumstances then, of great importance for the strict and just carrying out of the investigation, that an official of high rank be appointed by the Central Government of China to go to Yunnan with the British officers, to aid them in every way possible, by his superior standing in the Imperial service, and by his being unconnected, as a provincial official, with the local provincial authorities of that part of Yunnan where the outrage was perpetrated, to obtain the actual facts regarding the assassination, so that the British officers may later have no doubts left on their minds as to who are the guilty parties. I have in my former letters already pointed out that Sung Paou-hwa, the officer selected by H.E. Li Hung-chang to go with the two British officers in the Yunnan Commission, is not a proper man for the important business of investigation, in consequence of his subordinate standing as a Chinese officer giving him no authority over the Yunnan officials; for even the civil functionary of Tang-yue (Momein) is of higher standing, being a Sub-Prefect, than the officer selected by Li Hung-chang; and if the accounts we have received be true, that the head of Mr. Margary was exposed over the gate of Tang-yue (Momein), the chief civil functionary of Tang-yue is assuredly a guilty party; and according to Chinese law must be interrogated, together with all his people, in regard to the assassination of Mr. Margary and his servants.

We have, then, reason to take it for granted that the Sub-Prefect of Tang-yue, the Major-General of the Imperial forces in the Tang-yue region, and the subordinate officers of these two men, are concerned in the assassination and in the attack on Colonel Browne and his party. These civil officials and military officers of the province of Yunnan are; we are perfectly aware, the subordinates of the Governor of the province of Yunnan; and in all ordinary cases, we should look to him alone to investigate his provincial affairs and do justice. The present affair is, however, an extraordinary one, and we cannot depend altogether upon his judgment in settling it. Hence, the British public has yet to learn who has been deputed by the Central Government to try judicially these civil officials and military officers of the province of Yunnan; for we trust we shall not in the end have to come to the conclusion that the nominee of H.E. Li Hung-chang, Sung Paou-wha, is the official deputed for that purpose. According to the British Treaty with China, Chinese are tried by the Chinese territorial authorities of the place in which they have been guilty of any outrage on British subjects; but this language refers to the Chinese people alone, and not to Chinese officials. The British officers deputed by Mr. Wade, Her Majesty's Envoy, to go to Yunnan, proceed there, as we may say, to watch the proceedings of the Court; to put interrogatories to the parties under examination, in order to obtain satisfactory information for Her Majesty's Government; to point out to the judge of the Court parties whom they wish to be examined; and finally to obtain justice for the assassination of Mr. Margary and his servants, and for the attack on Colonel Browne and his party. After the massacre at Tientsin, the Central Government at once deputed high officials from Peking and other places, and not holding territorial positions in the province, to go to Tientsin. It appears then, to my humble judgment, only right that we should demand that the Central Government deputes a high official to proceed from Peking to Yunnan, to try the guilty parties.

In a friendly spirit, I will now sincerely and earnestly urge upon the Central Government of China to act with promptitude in this affair, and with all sincerity and justice to settle it; for they may rest assured that the British people are determined to have justice; and should the British Government, in the end, become convinced that the Government of China is endeavouring to evade doing strict justice, Prince Kung and the Ministers generally may be assured that the hour will soon arrive when England will, like Macduff, exclaim "My voice is in my sword." China will lose a staunch ally in Great Britain, in her approaching troubles from the West—Kashgar and Eastern Turkestan.

HONGKONG.

The typhoon and the loss of the *Poyang*, with about one hundred lives, have been the most stirring features during the past fortnight, which otherwise would have been singularly unproductive of news.

The members of the Amateur Dramatic Club gave a highly successful performance of Mr. Byron's popular burlesque, "Aladdin, or the Wonderful Scamp," at the Theatre Royal, City Hall, on the 26th ultimo, and will repeat it next Tuesday.

Colonel Horace Browne, the leader of the late Burmo-Chinese Expedition, is a passenger by the steamship *Thales*, *en route* for Shanghai, to assist in the enquiry into the murder of Mr. Margary and the attack on the Yunnan expedition.

Captain Holcomb, of the schooner *Scotland*, arrived here on the 22nd ultimo by the steamer *Kwangtung* to renew the charter of the vessel. The report we made recently that a box of treasure had been recovered turns out to be a box containing money, probably a Chinese passenger's box. The treasure tank has not been got at yet, there being so much *débris* above it, which fouls the divers' robes and tubes. They expect shortly to be able to reach it, and the *Scotland* will still remain by the wreck.

About half-past five on the evening of the 24th ultimo three gentlemen started in a sampan for a sail across to Kowloon, but finding the wind rather too strong against them turned back when about half the distance. They then told the boatman to take in the sail, but he replied that he knew his "pidgin" and paid no further attention to the order. Almost immediately after the boat suddenly capsized, and the occupants were struggling in the water. Captain Drowes, of the steamer *Amoy*, who witnessed the accident, lost no time in getting out his gig and proceeding to the rescue. Happily he was successful in his attempt, though one member of the party had a very narrow escape. The police boat was also promptly on the scene, and the party were transferred to their care. Subsequently they were transferred to the Yowmahtee ferry boat, which was passing at the time. A sampan steering directly towards the spot altered its course when the occupants were aware of the occurrence. This is, we regret to say, a characteristic of the Chinese boatpeople, and one that does not redound to their credit.

The Occidental and Oriental Steamship Company's steamship *Oceanic*, which arrived on the 27th ultimo, is a fine looking vessel with four masts. She is 410 feet in length, 42 feet beam, 31 feet depth of hold. Her engines are high and low pressure of compound description, and of 500 horse power nominal. She was built by Messrs. Harland and Wolff, of Belfast; and her engines by Messrs. Mowdsley & Co., of London, nearly four years ago. She was formerly the pioneer vessel of the White Star Line running between New York and Liverpool. She has first class accommodation for 150 first class saloon, and for 1,300 steerage passengers. She will actually carry 4,000 tons of cargo. She is splendidly fitted up with all the new appliances, each cabin communicates with the panty with electric bells. Everything on board is neat and compact. She is commanded by Captain John W. Jennings, well-known out in these waters, first in the opium clipper *Julia*, and afterwards in the tea clippers *Swithanley* and *Contest*. Captain Jennings was also in command of the White Star Liner *Gallic*, but has been master of the *Oceanic* for some time. The *Oceanic* is the pioneer vessel of the Occidental and Oriental line, running between Hongkong and San Francisco, and will leave for the latter port on the 5th instant.

AMOY.

The 24th ult. being the anniversary of H. B. M. Birthday, the harbour presented a very gay appearance. The *Growler*, the Chinese cruiser *Ling Feng*, and all the British merchant ships were gaily bedizened with flags, and a microscopic Union Jack could be seen, with a powerful Dollond, fluttering at the summit of the venerable and antique wreck that does duty for a flag staff at the British Consulate. In the evening, a subscription ball was held at the Club, and was graced by almost all the beauty of Amoy. The temperature was kept down to dancing point by the aid of punkahs and ice, for which latter article we have to thank our enterprising doctor, who has erected an ice making machine. An awkward *contretemps* kept down considerably the gentlemen dancers; they have all been very recently vaccinated, owing to the appearance of small pox, and their arms were mostly in that inflammatory stage that would render dancing a painful operation. The ball, however, was a great success, considering the lateness of the season, and closed about 3.30 a.m. the next day—*Foochow Herald*.

FOOCHOW.

We learn, by telegram, of the opening of the Hankow Tea market, at rates (for Ning Chows) in excess of last season's. Reports as to quality of the new crop are contradictory.

We are informed, on very reliable authority, that the Foochow-Amoy telegraph difficulty is completely at an end. The line will, we understand, be constructed by the Great Northern Telegraph Company, and worked by them for the Provincial Government; but the Company stipulate that the wire shall be open to foreigners at all times, when not absolutely required for Government purposes.

An unusually severe thunder storm passed over this place at about 7 p.m. on the evening of the 17th instant. In the Settlement, the residence of Messrs. Silverlock & Co. was struck, and several articles of furniture destroyed in the dining room. Fortunately, nobody was injured, although it might have been otherwise had the accident occurred about half an hour later, when, in all probability, the members of the Hong would have been at dinner, and—as the dining table was completely swept—escape from more or less injury would have been almost impossible. We hear of loss of life in the City and the Southern suburb, but as to what extent there is no reliable information.

From Taiwanfoo, we hear of extensive preparations on the side of the Imperialists; but we do not learn of any further hostilities having taken place.

On dit: That the foreign drilled troops, under command of Captain J. P. MacMahon, are expecting orders to proceed to Formosa, for service against the aborigines.

H.E. Shen Pao Chen—the Imperial Commissioner in Formosa—is about to relinquish his office. The Footai of Fohkien will specially administer the Government of the island—aided by a valorous soldiery.

We understand that Tchun—the Mandarin in charge of the Gun foundry at the City Arsenal—has been called upon to pay the sum of Tls. 1000, as compensation to the family of the man who was recently killed by the bursting of a gun. On the principle, we suppose, of encouraging others.—*Foochow Herald*.

SHANGHAI.

The trouble recently reported in Manchuria is, it appears connected with the mines. The Government are perpetually endeavouring to repress an industry which they had better legalise. It is said that the Mandarin who has been deputed to arrange matters, is inclined to report in favour of this view.

A Chinese newspaper, the *Wei-pao*, announces that its publication will be suspended for a time, in consequence of intended removal of the office to other premises. The Chinese say there is a doubt among the proprietors whether it shall be continued, as it is said not to have been remunerative.

Chinese of the male gender are again compelled to forego the tonsure for a hundred days, only three or four of which have transpired, the weather meanwhile waxing warm. They seem to think they are having too much of a bad thing, and as regards Chinamen who are living in the foreign Settlement, there seems to be a determination to disobey the proclamation, and let those mourn for the late empress who are obliged to,—those who are within reach of the Yamên. It is between the thirtieth and fiftieth days that the discomfort of leaving the head unshaved is said to be the greatest.

The gale of the 13th and 14th ult. is said to have been one of the most severe that has happened on this coast for a long time, and in the neighbourhood of the Saddle Islands it was felt with terrible intensity, involving much loss to native shipping and lamentable destruction of life. Mr. Snowden, the pilot concerning whose safety, and that of his crew, some anxiety was felt lately, came up the river on the 23rd ult., having been weather-bound for several days among the islands. He reports that on the Friday he saw at one time three Ningpo boats bottom up, with several men clinging to the keels. At great risk he put out from his anchorage, and steered towards them in the hope of saving life. He succeeded at one time in getting close enough to see their features, but the sea was running so high and the wind so fierce, that it was equally impossible either to lower a boat, cast a rope to them, or steer the schooner near enough to take them on board, although he remained in their vicinity the entire day, experiencing the horror of seeing the unfortunate wretches washed off one and two at a time, until all were drowned before his eyes. The scene was, he says, most agonising, but owing to the noise of the wind and sea, he was spared the additional pain of hearing their cries for help. Large quantities of junk wreckage were floating in the neighbourhood of both the False and North Saddles, betokening the force of the gale.

On the 24th ultimo, an important case was heard before Geo. F. Seward, Esq., U.S. Consul General, and Messrs. Talbot Olyphant and John Thorne, Assessors. The plaintiff, F. B. H. Jenkins, sued Mr. George B. Glover, Commissioner of Chinese Imperial Maritime Customs at this port, to recover Tls. 6,687, the alleged contract price of 275 revolving rifles and 140,000 cartridges. Plaintiff alleged that the contract was made by him with a duly authorised officer of the Chinese Government, and that the arms were imported under a special permit from the Superintendent of Customs at Shanghai, but that on their arrival the agent of the said officer refused to take them. In April last, the plaintiff offered the arms and ammunition for sale by public auction, but the defendant was alleged to have stopped the sale, as being illegal and in violation of the treaty between the United States and China, signed on the 18th June, 1858. The hearing was confined to the question, raised by Mr. Wainewright, whether the defendant, as being a servant of the Chinese Government, and acting under its authority, was amenable to a Consular Court. Mr. Eames, for the plaintiff, contended that he was amenable, inasmuch as it was not shown that he had not acted outside his instructions, and, further, that the arms, having been legally imported to the order of the Chinese Government, though afterwards refused by its officers, became disposable in the same way as ordinary merchandise. The Court reserved judgment.

Trinity Church was on Sunday, the 23rd ult., formally recognised by Bishop Russell as his cathedral church, and a special service was held on the occasion, in which nine clergymen took part.

Judgment was delivered on the 26th ulto. in the *Fusing* and *Ocean* case, to the effect that both vessels were in fault, and that the damage sustained by both, together with that occasioned to the cargo, be added together, and that half the damage be borne by each vessel.

A Chefoo correspondent writes that the Chinese have a rumour of the death of Tso Tsung-tang, the Viceroy of Kansuh, and lately appointed Special Commissioner for affairs in Turkestan. We have heard nothing of it otherwise, and mention it for what it may be worth. It is important, if true, as Tso was the only Chinese who could compare in power and influence with Li.

We are glad to learn that the new Chehsien of Shanghai arrived on the 28th ulto., and took over the seals of office. The departure of Yeh, the late incumbent, will be a source of congratulation both to foreigners and Chinese. No magistrate who has held office here since Shanghai was a treaty port, has excited such a feeling of indignant dislike by the cruel tortures that have been often used in his Yamen; and in one case at least, that of the actor Yang Yeh-liu, his conduct was as unjust as brutal.—*N. C. Daily News*.

A Chinese named Sung appeared at the Mixed Court on the 28th ult. to answer a civil summons from Messrs. E. D. Sassoon & Co., whose compradore he has been at Tientsin, and to whom he acknowledges a debt of Tientsin Tls. 16,000. Tong King-sing, being his guarantee, attended at the Court; and agreed to pay a sum of Tls. 14,000 at once, in a week. The remainder is to be paid into the China Merchants' Co.'s office by Sung in instalments of Tls. 100 per mensem. Tong King-sing, whose prompt honouring of his guarantee is very satisfactory, will, we believe, employ Sung as his agent for the Steamer Company in Tientsin.

A question of damages arising out of a collision that happened lately has been referred to arbitration; and was heard during the 29th ultimo, at the British Consulate. The accident occurred by the steamer *Europe* having come into contact with a Chinese junk on the river, somewhere between Collyer's Dock and the Harbour-master's station. The Arbitrators chosen were Mr. S. A. Viguier, Harbour-master, and Captain Roskell of the P. and O. Co.'s steamer *Hindostan*. The case was conducted in private; and we are informed that it has been decided that the junk was to blame for attempting to cross the steamer's bow; and the *Europe*, because she was going at a rate considered by the arbitrators to be too fast. The damages on both sides are therefore to be assessed, and each party is to pay half. This will be rather to the advantage of the *Europe*, we believe, as her damages will cost more money for repairs than those of the junk. But if it be proved that the latter wilfully tried to cross her bows, we utterly fail to perceive what on earth the rate at which the *Europe* was steaming had to do with the matter;—except that the faster she was going the more rash and blameworthy was the conduct of those navigating (!) the junk.

A correspondent kindly sends us some particulars of a small iron steamer lately launched and sent on a trial trip at Tientsin; the first built on the Peiho and by Chinese only. It was first put up at the Kiangnan Arsenal last year, from designs furnished by Mr. J. Rolls, and was constructed entirely by Chinese. Her dimensions, ect., are as follow:—Length over all sixty-six feet; extreme beam twelve feet four inches; depth below deck, five feet two inches; twin screws, each screw being worked by a separate engine; calculated speed, with a steam-pressure of a hundred pounds, fourteen nautical miles an hour. She is to be used as a yacht by Li Hung-chang, Viceroy of Chih-li, and is built of the very best materials. The saloon, which is forward of the boilers and engines, is twenty-two feet long, and fitted with every comfort. Forward of the saloon, on forecastle deck, is a six-pounder Krupp rifled gun, mounted on an iron carriage (centre pivot). She was, as before mentioned, put together with bolts and nuts at Kaouchang-meaou, and then taken down and sent to Tientsin in charge of Chinese workmen, who re-erected her and completed her themselves. The trial trip, which took place at the beginning of May, was highly successful, and the authorities naturally were much pleased at the progress made by the men trained in the Arsenal. Their proficiency reflects the highest credit on their instructors, who must of course have had the fullest confidence in the sufficiency of their training, to do what was required in a proper manner.—*Shanghai Courier*.

KIUKIANG.

I hear that the native Authorities at Kiukiang have behaved very well in the settlement of the late Missionary difficulty there. They have agreed to put the Chapel building and furniture in good order, and to pay the full amount claimed for sundry losses of the mission servants. I am told also that this result has been reached without the exercise of any great pressure, the native Authorities having met the representatives of the United States officials at once, and in a very friendly way.

Bulk musters of the second crops first Tea will be here in a day or two. Settlements since the 21st amount to three chops of Hohow at Tls. 26¼, Tls. 30½ and Tls. 34, respectively. The steamer *Lotus* is shortly expected from Hankow to fill up here.

Total settlements to date, 25,718 half-chests and 981 boxes. Stock, about 2,000 half-chests; shipped to Hankow, 111,083 half-chests and 596 boxes. Prices—Ningchows, Tls. 34 to 55½; Hohows, Tls. 26 to 34. Every probability of the crop being a large one—*N. C. Daily News*.

HANKOW.

A Hankow correspondent writes, on the 21st May:—We had a Lottery last night on the Ocean Steamers—

Fleurs Castle..........1st favorite.
Hankow..........2nd do.
Glenartney..........3rd do.

The *Glens* are much fancied, and the *Hankow* is being backed freely to make the fastest time from here to Gravesend. My favorite is the *Glenearn*; her public form is first rate, and I fancy she will give them all a dusting. She is, as the sailors say, a "beeler."—*N. C. Daily News*.

TIENTSIN.

15th May.

Since writing to you on the 11th instant, I have heard no Peking political news. Here, during the last four days, the talk has been about a rebellion in Manchuria and the death of a General in command of the Imperial forces in that region. On the 13th instant, we learnt that the Central Government had given orders to Li Hung-chang to immediately despatch a body of troops to Newchwang. Later, we learnt that mandarins had been to the office of the agent of the S. S. N. Company here, to arrange regarding the conveyance thither of a regiment, one thousand strong, of foot soldiers, of men belonging to this province; and that a regiment of horse soldiers, five hundred strong, are to be sent from here by way of the Shan-hao pass to Newchwang. We are told that the soldiers—Foreign drilled men—sent from here to Newchwang some eight or nine years ago, had mutinied and joined the people in rebellion against the Imperial Government.

Li Hung-chang was at his yamên on the 11th instant, so we may take it for granted, I imagine, that he must have been here all along, and that the report of his having gone to Peking on the evening of the 5th instant was incorrect. Tsêng Kwo-tseuen, the Governor-General of the Yellow River, left here on the 12th instant for Paou-ting-foo.

18th May.

Yesterday morning, about half-past nine o'clock, H.E. Li Hung Chang came to the mercantile establishment of the C.M.S.N. Company situated in this Settlement, and after staying there for a quarter of an hour, went on board the C. M. S. N. Co.'s new steamer *Yehsin* and inspected her, this being her first trip to Tientsin from Shanghai, since her arrival from England. He remained on board for about half-an-hour, after which he proceeded in his sedan to the lately erected granaries of the Grain Transport Service, situated near the Rampart Forts, about six hundred yards below the British Settlement. He stayed there for a quarter of an hour, after which he returned to the city in his steam-launch, which towed a gig conveying some of his people. His Excellency was accompanied in his inspection of the steamer and the new granaries by General Chin, the Commandant of the Tientsin garrison; by Woo, the Territorial Taotai; by Sun, the Customs' Taotai; by Choo, the Salt Taotai; by Ma, the Prefect (Chefoo) of Tientsin foo; by Yin, the Magistrate (Chehsien) of Tientsin; and by Choo, the Taotai of the Grain Transport Service, besides a host of petty mandarins; and escorted by a company of the Southern Legion. On his Excellency reaching the granaries, the Chinese gunboat manned yards and fired a salute of three guns. On his departure in his steam-launch, this was repeated.

In my last I mentioned that we had received tidings here that an insurrection had broken out in Manchuria, and that the Governor General of this province had received instructions from the Central Government to send troops as soon as possible to the disturbed region. To-day, General Chin, the Commandant of the garrison at Tientsin, inspected a regiment of foot soldiers—one thousand strong in rank and file, besides officers; a regiment of cavalry—five hundred strong in troops, besides officers; and a battery of artillery; and paid them one month's pay in advance. These troops will leave here on the 23rd instant for Newchwang—the foot soldiers going by sea, and the cavalry and artillery going by land, *via* the Shan-hae Pass. The men are all natives of the province of Chihli, and drilled after the Foreign fashion.

The weather may be now called warm, the thermometer at daylight standing at from 60 degs. to 65 degs. Fahrenheit, and rising during the day to 85 degs. Fahrenheit. The country around has within the last few days assumed a green colour, yet we are still much in want of rain for the benefit of the crops, as the ground is very dry.

It is reported at Tientsin, as we learn from a private correspondent, that Mr. Hart's recent visit to Li Hung-chang had reference to the method to be pursued in negociating such further loans as the Government or any of its provincial officers may need to make; the object being to centralize borrowing operations in Mr. Hart's hands, or at least in those of the general Government.

It is hinted also that the recent consideration, at Peking, of questions in regard to the construction of telegraphs and railroads, and the opening of mines was so far unfavorable that Li may be obliged to suspend his preparations for mining operations in the South-western part of the province of Chihli. For whatever reason, Li appears to be somewhat unhappy just now. The unfavourable attitude of the Central Government may be one reason for this, but perhaps the condition of his mother's health may be a greater reason. Her demise may happen at any time, and it is altogether likely that the great Viceroy will then be obliged to retire for the customary three years of mourning.

"Massacre fans" have appeared in the Southern parts of the province; they are said to be of the most objectionable sort. The Consuls have been informed, and they are likely to take prompt action to have them suppressed. The first steps in any attempt to raise an excitement against foreigners, ought to be met promptly. Whenever this is done, there is little danger to be apprehended. All or nearly all difficulties result from the efforts of people who conspire to create alarm and to implicate foreigners. Such persons are disconcerted when promptly shown up, and will generally abandon their operations.—*N. C. Daily News*.

JAPAN.

On the 12th ult., in the Judicial Court of Kanagawa *Ken*, a preliminary inquiry was held before the President, Mr. Ozaki Tadaharu, touching the charge of default laid against King-Yue, late compradore of the Deutsche Bank. On the application of Mr. Mummeledorf, the Manager of the Bank, the representatives of the press were excluded, and we are therefore unable to give any particulars of the proceedings.

On the 14th ult., Mr. Matsuda Michikuni, received orders to proceed to Lew Chew, on special business. It was mentioned that a detachment of the national guard was to be stationed in the group, which is a *Han* (the only one now existing) of Japan. Certain high officials of the islands are now in Tokio—it is supposed, under examination with reference to the conduct of their government in continuing to send a tribute ship to China. The two former facts, taken in connection with the latter, have some significance.

The Imperial Japanese corvette *Tsubo-kan*, having been thoroughly re-fitted by the *Kaigun-sho* officials, is about to proceed on a trip round the islands of Japan, for the purpose of enabling the youngsters of the College and others accompanying her to acquire a practical knowledge of the duties they will by-and-bye be called upon to perform. She will sail on the 18th inst. for Hakodate; thence she will proceed to Nagasaki, and passing through the Inland Sea and touching at various ports, will return to Yokohama. She is expected to be absent about three months. She carries thirty-eight cadets from the Naval College, and three European instructors from the College accompany her, but the latter will take no prominent part in the sailing of her.

The torpedo-boat constructed for the Japanese Government by Messrs. Whitfield and Dowson, whilst being conveyed to Yokoska on the 23rd ulto. for the purpose of being put to the proof, on reaching Mississippi Bay was struck by a severe squall and sank, the steamtender towing her narrowly escaping the same fate. She will be raised and taken on to Yokoska, where, it is expected, the trial will take place within a few days.—*Japan Gazette*.

The *Nisshin Shinjishi* relates of a certain popular tea-house at Uyeno that during the blossoming season of the cherrytrees 64,000 persons visited it within four weeks.

It would be well if the somewhat erratic computations of the correspondents of the Yedo newspapers could be brought closer together. A few weeks since a native journal informed us that 20,000 *jinrikiskas* has been built in a single month. Now we learn from the *Nisshin Shinjishi* that the aggregate vehicles of the metropolis, including the foregoing, do not exceed 29,649. Of these 150 are comprised under the general head of *basha* and include omnibuses, express-wagons and gentlemen's carriages.

The compradore of the Comptoir d'Escompte, charged with having participated in the robbery of that Institution, has been remanded for examination by the Saibansho authorities.

A proclamation from the Prime Minister announces that the Hogakurio, or Military School attached to the Army Department, is to be abolished.

The average number of visitors to the Exhibition at Nara is said to be 5,000 daily.

The *Nisshin Shinjishi* has authority for stating that Superior Courts of Judicature will shortly be instituted in Yedo, Osaka, Nagasaki and Fukushima.

The money value of a title has perhaps never fallen so low as its present market rate in this Empire. The *shidzoku* who having capitalised their pensions are not, it seems, unwilling to part with the empty dignity of their nominal rank are said to be ready sellers, and there are, the *Chôya Shimbun* tells us, buyers to be found for their cast-off titles. But as only 15 *yen* are currently given for this dignity it can scarcely be said to be entitled to much consideration.

We are pleased to learn that there is reason to hope that on the return of H.M.S. *Challenger* to Yokohama, Professor Wyville Thomson may be induced to deliver a lecture on the subject of his recent scientific researches during the pro-

longed cruise of that vessel. The *Challenger*, we are informed, may expected to return about the 6th June.

Mr. Ullmann, jeweller, 72, Main Street, reports the robbery of watchmaking materials, presumably by a Japanese servant formerly in his employment. The matter has been placed in the hands of the police.

We learn that it is intended to send a small detachment of troops to the Loo Choo Islands, avowedly with the view of protecting the inhabitants.

Fukushima of the Army Department is about to proceed to China.

The Government, attributing the murder of the Loochooans in 1871 in part to the poor character of the vessels in which they navigate the China seas, and desirous that they should avoid the heavy losses which they constantly sustain by shipwreck, has presented the Loochoo Han with a steamer.

Tanezashima, an officer of the *Naimusho*, has received orders to proceed to the Loochoo Islands with Matzuda, whose appointment was recently announced. The *Ni hi Nichi Shimbun* adds that Kawarata of the same department has also received orders to accompany the deputies and to take up his residence there.

The agricultural class in Japan would seem to have much faith in the effect of petitions for the removal of their wrongs. It is not long since we related that a farmer had been arrested for obtruding a history of his grievances upon H.M. The Mikado, and the *Hochi Shimbun* gives us another instance which occurred among the same class on the 19th instant. The petitioner, however, would seem to have been somewhat too energetic in his action, and the police, probably suspecting some ulterior purpose, lost no time in removing him from the Imperial presence.

It has hitherto been customary to permit the Shintô priesthood to raise money by the sale of *ofuda*, (cards upon which the names of gods or deified emperors were printed), which they forced upon the chief men of the wards, who in their turn compelled the householders to purchase them. This mode of supporting a priesthood has, however, become very unpopular of late with those upon whom the charge has fallen; and it is announced that the Government has now resolved to put a term to the practice.

The negotiations opened some two years ago between the Governments of Japan and Peru have had a more auspicious termination than might have been anticipated from the circumstances attending their commencement. A treaty of friendship and commerce between the two countries was signed some little time back, and, after ratification, was exchanged on the 17th ultimo at the hands of Senor J. F. Elmore, LL.D. on the side of Peru, and H. E. Terashima Munenori, specially appointed by H. M. the Mikado Plenipotentiary *ad hoc*. Senor Elmore has been appointed in permanent mission in Japan and China, and has received full powers for the exchange and ratification of both the Chinese and Japanese traties. His staff, consisting of a Secretary of Legation and an *Attaché*, have arrived. Having concluded part of these preliminary duties here, he leaves shortly and temporarily for Peking for a similar purpose in China, after the accomplishment of which he will reside in this country. We trust that the intercourse which Senor Elmore has been instrumental in placing on its present footing will be one of increasing friendship and advantage to the respective countries interested in these negotiations. An official dinner, given to the Japanese Cabinet and the Foreign Representatives by Senor Elmore, on the 29th ult., celebrated the exchange of the treaty with Japan.—*Japan Mail.*

We learn from a reliable source that two Corean Officers have been beheaded, one on the 19th and the other on the 16th of last month, for interference with the Japanese Ambassador, who went to Corea for the purpose of entering into a treaty with that power.—*Nagasaki Express.*

For Sale.

SAYLE & CO.

HAVE received, ex S. S. *State of Virginia*, and

OTHER LATE ARRIVALS,

GOODS AS UNDER:—

WHITE KERSEYMERE and BEDFORD CORDS for BREECHES and PANTALOONS.

FANCY BLUE and BLACK COATINGS.

CHOICE TROUSERINGS.

A few Suit Lengths of FASHIONABLE TWEEDS.

LIGHT OVERCOATINGS for DUST COATS.

The TAILORING DEPARTMENT being under the Supervision of TWO EXPERIENCED CUTTERS, SAYLE & Co. are prepared to make up the above in the Latest Styles and at most Reasonable Rates, a perfect fit being always guaranteed.

DRAB SHELL and PARIS SILK HATS; CHRISTY'S PULLOVER HATS, the Latest Novelty.

BLACK, BROWN, and DRAB FELT HATS, in all the

NEWEST SHAPES.

Also,

A Large and Entirely Fresh Lot of FANCY WINDSOR, SAILOR KNOT, NEAPOLITAN, and other SCARVES.

The "BRIGHTON" and "CONNAUGHT" COLLARS, quite new.

OXFORD TWILL and REGATTA SHIRTS, Quiet Patterns, with COLLARS attached.

WHITE LONGCLOTH SHIRTS in different qualities.

SILK UMBRELLAS.

MACINTOSH OVERCOATS.

BOOTS and SHOES,

&c., &c., &c.

SAYLE AND CO.,
VICTORIA EXCHANGE,
QUEEN'S ROAD AND STANLEY STREET,
HONGKONG;
AND AT SHANGHAI.

FOR SALE.

HENRY RITCHIE'S SUPERIOR PALE SHERRY.

T. G. LINSTEAD.
2138 Hongkong, 21st December, 1874.

FOR SALE.

CHAMPAGNE.

HEIDSIECK & Co.'s MONOPOLE, China.
Apply to
DEETJEN & Co.,
Sole Agents for China and Japan.
tf 144 Hongkong, 23rd January, 1875.

NOW READY.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1874. Price Ten Dollars.

Apply at the *Daily Press* Office,
Hongkong, 1st February, 1875.

永 煤 記 ─ 朵
WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.
1y 1503 Hongkong, 23rd September, 1874.

For Sale.

FOR SALE,
JUST LANDED, EX STEAMER "RIGA."

SUPERIOR TABLE and AFTER DINNER CLARETS.
DUCASSON & LAROZE'S MARGAUX, 1ER. CRU, Quarts.
DUCASSON & LAROZE'S CHATEAU LAFITE, Quarts.
DUCASSON & LAROZE'S CHATEAU LEOVILE, Quarts.
GRAND CRU DE BLANQUET ST. ESTEPHE MEDOC, 1865, Quarts.
GRAVES D'AMBORES TABLE CLARET, in Quarts and Pints.
ST. EMILION, in Quarts and Pints.
CLARET, in Wood.
VERMOUTH, NOILY PRAT.
N.B.—Price Lists and Samples of Wines, &c., on Application.

E. CHASTEL,
WINE AND SPIRIT MERCHANT,
No. 17, Wyndham Street,
Next to *Daily Press* Office,
627 Hongkong, 26th April, 1875.

FOR SALE.

SUPERIOR PORT WINE,
TINTO,
MOSCATEL,
SHERRY (Dry),
MALAGA,
in Quarter Casks, and
BORDEAUX, in Casks.
Apply to
REMEDIOS & Co.
tf 603 Hongkong, 20th April, 1875.

ESTABLISHED IN 1830.

C. LAZARUS AND CO.,
Incorporated with Shearwood and Co.,
BILLIARD TABLE MANUFACTURERS, AND GENERAL FURNISHING CONTRACTORS,
BY APPOINTMENT. TO
HIS EXCELLENCY THE VICEROY,
AND
H.R.H. THE DUKE OF EDINBURGH,
55, 59, 60, & 61, *Bentinck Street,*
CALCUTTA.

BILLIARD TABLES.

C. LAZARUS & Co.'s Billiard Tables are now the only ones appreciated in India, as a long and steady experience extending over 50 years has proved them to be the best and most suitable for the climate.

C. L. & Co. have received a large number of very flattering testimonials from all parts of India, China, Burmah, Ceylon, Manila, Java, Straits, and Persia, testifying to the superior make and quality of their Billiard Tables, and while thanking their Friends and Patrons in China for the liberal support so long extended to their firm, would, in soliciting further patronage, beg to mention the following facts which have conduced to the success their efforts have hitherto met with.

Every table is made of *solid wood, well seasoned and not veneered.*

The Cushions are constructed on an entirely new principle, introduced by C. L. and Co., and unlike that adopted by English makers, and are much more durable and lively than English-made cushions.

No table leaves C. L. and Co.'s premises until it has been standing ready finished for over 12 months, in order to ensure perfectly seasoned material.

Every article of furniture, also, that leaves C. LAZARUS and Co.'s Establishment, is guaranteed of Solid and Seasoned Wood.

C. L. & Co. have always ready a large stock of new Cushions on their peculiar principle, and which can be supplied for any table, the accurate length and breadth of the slate bed only being required.

C. L. and Co. have always in hand a large stock of Billiard, Pool and Pyramid Balls, Cues, Tips, Chalks, Cloth, and every requisite for the Billiard Table.

Old Cushions renewed on C. LAZARUS & Co.'s peculiar principle, thereby making an old table as good as new.

BILLIARD LAMPS.

Six and Eight Light Lamps for Oil, or Kerosine, the latter with burners on the duplex principle, giving a light equal to twelve ordinary lamps.

Eighteen light ring burner Gas Pendants, with rod to suspend over table.

C. LAZARUS AND Co. have been appointed Sole Agents in India and the East for
THE NEW PATENT
ELECTRIC BILLIARD MARKER,
by means of which the score can be marked from the cushion of the table.

Price Lists, Catalogues, and all information may be obtained from
LANE, CRAWFORD AND CO.,
who have consented to act as
C. LAZARUS & CO.'S AGENTS
IN
HONGKONG, SHANGHAI, AND JAPAN,
and by whom
ALL ORDERS WILL BE RECEIVED
and forwarded to Calcutta by the EARLIEST opportunity. [1465

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY,
WITH THE
PUNTI AND MANDARIN PRONUNCIATION.
An ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabularly contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

Insurances.

THE SWISS LLOYDS' TRANSPORT INSURANCE COMPANY, WINTERTHUR.

Subscribed Capital	$1,000,000
Reserve Fund	115,000
And Co-insures with French Lloyd, Paris, Capital	1,400,000
And with French Company, Paris, do.	1,000,000
Aggregate Capital	$3,515,000

VOGEL, HAGEDORN & Co.,
AGENTS—HONGKONG AND CHINA,
WILL grant Policies at Current Rates on Marine Risks to all Ports of the World, allowing a Brokerage of:—
40 per cent. on Risks East of Singapore.
And 20 per cent. on Risks to Europe and America.
1043 Hongkong, 1st April 1875.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.

A Discount of 20 °/. allowed.
HOLLIDAY, WISE & Co.,
Agents.
48 Hongkong, 8th January, 1875.

THE SOUTH BRITISH? SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ °/.) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 °/.) only.

SIEMSSEN & Co.,
Agents.
tf 1028 Hongkong, 1st July, 1874.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓°/.) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.

On risks to all other ports, the brokerage will be ten per cent. (10 °/.) only.

WM. PUSTAU & Co.,
Agents.
tf 131 Hongkong, 21st January, 1874.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.

A Discount of Twenty per cent. (20 °/.) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

T. G. LINSTEAD,
Agent, Sun Fire Office.
1335 Hongkong, 26th August, 1874.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN
Agent.
1y 943 Hongkong, 18th June, 1874.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the following rates, subject to a discount of 20 °/.

Detached and semi-detached Dwelling Houses removed from Town, and their Contents	½ per cent. per annum.
Other Dwelling Houses, used strictly as such, and their Contents	¾ „ „
Godowns, Offices, Shops, &c., and their Contents	1 „ „

SHORT PERIOD INSURANCES.

Not exceeding ten days	⅛ of the annual rate.
Not exceeding one month	¼ „
Above 1 month, and not exceeding 3 months	½ „
Above 3 months, and not exceeding 6 months	¾ „
Above 6 months	the full annual rate.

GILMAN & Co.,
Agents.
tf 1903 Hongkong, 8th May, 1874.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. 33⅓ °/. on Local Risks only.

RUSSELL & Co.
Agents.
tf 1800 Hongkong, 4th June, 1874.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRST-CLASS RISK,

at Current Rates.

A RETURN OF TWENTY PER CENT. (20 °/.) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
333 Hongkong, 1st March, 1874.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20°/.) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.
tf 1192 Hongkong, 27th June, 1872.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20°/.) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.
tf 1193 Hongkong, 27th June, 1872.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.
tf 951 Hongkong, 17th April, 1873.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.
tf 39 Hongkong, 16th November, 1872.

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 °/. on the premia.

EDWARD NORTON & Co.,
Agents.
tf 8 Hongkong, January, 1875.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

—Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20°/.) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co.,
Agents.
1 Hongkong, 1st January, 1874.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
tf 674 Hongkong, 1st May, 1874.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
OF
HIS MAJESTY KING GEORGE THE FIRST,
A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 °/. allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co
tf 1363 Hongkong, 26th July, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.
tf 1958 Hongkong, 15th October, 1868.

Vessels on the Berth.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY"

will leave for the above place TO-DAY, the 5th instant, at 2 P.M.

A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 4th June, 1875. [803

STEAM TO SHANGHAI.

(*Taking Cargo at through rates for* NAGASAKI *and* HIOGO.)

THE P. & O. S. N. Co.'s Steamship

"NIZAM,"

will leave for the above place TO-DAY, the 5th instant, at 5 P.M.

A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 4th June, 1875. [804

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"DOUGLAS,"

Captain Burnie, will be despatched for the above Ports TO-MORROW, the 6th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
3d 856 Hongkong, 3rd June, 1875.

FOR MANILA.

THE Steamship

"ESMERALDA,"

Captain Theband, will be despatched for the above Port on WEDNESDAY, the 9th inst., at 11 A.M.

For Freight or Passage, apply to
A. MACG. HEATON.
6d 861 Hongkong, 4th June, 1875.

FOR YOKOHAMA AND HIOGO.

THE British Steamer

"OXFORDSHIRE,"

Captain Jones, will be despatched about the 7th instant.

For Freight or Passage, apply to
TURNER & Co.,
Agents.
858 Hongkong, 3rd June, 1875.

FOR MANILA.

THE Steamship

"LY-EE-MOON."

Captain Stevens, will have quick despatch for the above Port.

For Freight or Passage, apply to
BIRLEY & Co.,
Agents.
tf 847 Hongkong, 2nd June, 1875.

OCEAN STEAMSHIP COMPANY.

FOR LONDON *via* SUEZ CANAL.

THE Company's Steamship

"ANTENOR"

will be despatched on or about the 5th June.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
805 Hongkong, 25th May, 1875.

FOR LONDON,

To follow the "Denbighshire."

THE *A* 1 British Barque

"ST. ANDREW'S CASTLE,"

Malcolm, Master, will load here, at Whampoa, and at Macao, and will have immediate despatch for the above Port.

For Freight, apply to
A. MACG. HEATON,
OR
DEACON & Co.,
Canton and Macao.
tf 862 Hongkong, 4th June, 1875.

FOR SAN FRANCISCO.

THE *A* 1 American Ship

"McNEAR,"

1,308 Tons Register, D. A. Carter, Commander, will load here for the above Port, and will have early despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 640 Hongkong, 29th April, 1875.

FOR LONDON.

THE *A* 1 Clipper Barque

"DENBIGHSHIRE,"

Williams, Master, will load here, at Whampoa, and at Macao, and will have immediate despatch for the above Port.

For Freight, apply to
A. MACG. HEATON,
OR
THOMAS & MERCER,
Canton and Macao.
tf 698 Hongkong, 8th May, 1875.

FOR SAN FRANCISCO.

THE *A* 1 British Ship

"CHAMPION OF THE SEAS,"

R. S. Wilson, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to
RUSSELL & Co.
tf 683 Hongkong, 5th May, 1875.

Vessels on the Berth.

STEAM TO SINGAPORE AND BOMBAY.

THE P. & O. S. N. Co.'s Steamship

"ADRIA"

will leave for the above places with immediate despatch, calling at Penang if sufficient inducement offers.

A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 3rd June, 1875. [854

FOR HAMBURG.

THE *A* 1 German Barque

"A. E. VIDAL,"

Angelbeck, Master, will load here and at Whampoa, and will have quick despatch for the above Port.

For Freight, apply to
WM. PUSTAU & Co.
tf 801 Hongkong, 25th May, 1875.

FOR MANILA.

THE Spanish Barque

"DELIA,"

Captain Basozabal, will have immediate despatch for the above Port.

For Freight or Passage, apply to
REMEDIOS & Co.
tf 709 Hongkong, 10th May, 1875.

FOR ILOILO *via* MANILA.

THE Spanish Brig

"GRAVINA,"

Pico, Master, will have quick despatch for the above Ports.

For Freight or Passage, apply to
REMEDIOS & Co.
tf 744 Hongkong, 14th May, 1875.

FOR MANILA.

THE Spanish Barque

"BALBINA,"

Captain Miranda, will have quick despatch for the above Port.

For Freight or Passage, apply to
VOGEL, HAGEDORN & Co.
tf 714 Hongkong, 11th May, 1875.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*HINDOSTAN*," Captain ROSKELL, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on SATURDAY, the 5th June, at Noon, proceeding to Southampton and London *via* Suez Canal.

Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 4th June.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

⁂ A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness on such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 24th May, 1875.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES,
AND
ATLANTIC STEAMERS.

THE S. S. *OCEANIC* will be despatched for San Francisco, *via* Yokohama, on SATURDAY, the 5th proximo, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. on the 4th proximo. Parcel Packages will be received at the Office until 5 P.M. same day, all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY,
Acting Agent.
702 Hongkong, May 25th, 1875.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
BOMBAY, ST. DENIS, AND PORT LOUIS.

ON SATURDAY, the 12th June, 1875, at noon, the Company's Steamship "*DJEMNAH*," Commandant FLAMBEAU, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 11th June, 1875. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND,
Principal Agent.
Hongkong, 1st June, 1875.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA PANAMA AND OVERLAND, TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE S. S. "*GREAT REPUBLIC*" will leave Hongkong for San Francisco, *via* Yokohama, on TUESDAY, the 15th inst., at 3 P.M., taking Passengers, Mails and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, VIA PANAMA and OVERLAND.

A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about the same date, and make close connection at Yokohama.

At New York and Aspinwall, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 P.M. on the 14th instant. Parcel Packages will be received at the Office until 5 P.M. of the same day. All Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY,
Acting Agent.
Hongkong, June 1st, 1875.

Intimations.

STORAGE.

COALS received on Storage in First-class Godowns (lately known as those of Messrs. R. S. WALKER & Co.) of about 5,000 tons Capacity, situated on the Praya, West Wanchi.

T. G. LINSTEAD.
1909 Hongkong, 18th November, 1874.

A. MILLAR & CO.,
PLUMBERS,
COPPERSMITHS AND BRASS-FOUNDERS,
GAS-FITTERS AND BELL-HANGERS,
QUEEN'S ROAD EAST, AND NULLAH LANE,
1499 Hongkong, 23rd September, 1874.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 925 June 15

NOTICE.

STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.

W. G. HALE & Co.,
Saigon.
tf 1561 16th September, 1873.

UNPARALLELED SUCCESS OF
GOODALL'S WORLD RENOWNED HOUSEHOLD SPECIALITIES.
GOODALL'S QUININE WINE.
YORKSHIRE RELISH.
GOODALL'S BAKING POWDER.

YORKSHIRE RELISH.—The MOST DELICIOUS SAUCE IN THE WORLD. This cheap and excellent Sauce makes the plainest viands palatable, and the daintiest dishes more delicious. To Chops, Steaks, Fish, &c., it is incomparable. Sold by Grocers, Oilmen, &c. Prepared by GOODALL, BACKHOUSE & Co., Leeds, England.

GOODALL'S QUININE WINE. THE BEST, CHEAPEST, AND MOST AGREEABLE TONIC YET INTRODUCED. The best remedy known for Indigestion, General Debility, Loss of Appetite, &c. Restores delicate invalids to health and vigour. Sold by Chemists, Grocers, &c. Prepared by GOODALL, BACKHOUSE & Co., Leeds, England.

GOODALL'S BAKING POWDER. THE BEST IN THE WORLD. The cheapest because the best, and indispensable to every household, and an inestimable boon to housewives. Makes delicious Puddings without Eggs, Pastry without Butter, and beautiful light Bread without Yeast. Sold by Grocers, Chemists, Oilmen, &c. Prepared by GOODALL, BACKHOUSE & Co., Leeds, England. [62i 868 June 5

TRADE MARK.

ON A WREATH,
A LION RAMPANT GARDANT,
HOLDING A CROWN, PROPER.

ELLWOOD'S
HATS AND HELMETS.

FRAUD.

ON the 27th June, 1866, MOTEEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the LABELS Of MESSRS. GROSSE & BLACKWELL, London, and was sentenced by Mr. Justice Phear to TWO YEARS RIGOROUS IMPRISONMENT; and on the 30th of the same month, for SELLING SPURIOUS ARTICLES bearing Labels in imitation of Messrs. CROSSE & BLACKWELL'S, Shaik Bechoo was sentenced, by the Suburban Magistrate at Sealdah, to TWO YEARS RIGOROUS IMPRISONMENT.

CAUTION.—Any one *selling spurious oilmen's stores* under Crosse & Blackwell's name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully upon taking delivery of them, and to destroy all bottles and jars when emptied. The GENUINE Manufactures the corks of which are all branded with Crosse and Blackwell's name, may be had from every respectable dealer in China. [426 897 July 4

THE FOLLOWING IS AN EXTRACT FROM A LETTER dated 15th May, 1872, from an old inhabitant of Horningsham, near Warminster, Wilts:—

"I must also beg to say that your Pills are an excellent Medicine for me, and I certainly do enjoy good health, sound sleep, and a good appetite; this is owing to taking your Pills. I am 78 years old.

"Remaining, Gentlemen, yours very respectfully, L. S.

"To the Proprietors of NORTON'S CAMOMILE PILLS, London." [426 1163 Aug. 1

CAUTION.

J. & F. MARTELL'S BRANDY.

It having come to our knowledge that spurious imitations are imported, Consumers should be careful to see that they obtain the genuine article with our Brand, which is to be had of all respectable Dealers.
1y 10 Jan 2] MARTELL & Co.

KEATING'S PERSIAN INSECT-DESTROYING POWDER, as supplied to Her Majesty's Government.

This POWDER is quite harmless to Animal Life, but is perfectly unrivalled in destroying Fleas, Bugs, Cockroaches, Beetles, Gnats, Mosquitoes, Moths in Furs, and every other species of insects in all stages of metamorphosis. Sold in Packets.

KEATING'S WORM TABLETS, a Purely VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for children. Sold in Bottles of various sizes by all Chemists and Druggists.

THOMAS KEATING, London, Export Chemist and Druggist.
13i 522] [April 3

OAKEY and SON'S EMERY and BLACK LEAD MILLS, WESTMINSTER BRIDGE ROAD, LONDON, ENGLAND.

OAKEY'S WELLINGTON KNIFE POLISH. Packets, 3d. each; tins, 6d., 1s., 2s. 6d., & 4s. each.

OAKEY'S INDIA RUBBER KNIFE BOARDS, from 1s. 6d. each.

OAKEY'S SILVERSMITHS' SOAP (NON-MERCURIAL). For Cleaning and Polishing Silver, Electro-plate, Plate Glass, Marble, &c. Tablets, 6d. each.

OAKEY'S GENUINE EMERY, GRAIN AND FLOUR.

OAKEY'S EMERY AND GLASS CLOTH.

OAKEY'S CABINET GLASS PAPER, BLACK LEAD, &c.

OAKEY'S GOODS Sold everywhere by Ironmongers, Grocers, Oilmen, Brushmakers, Druggists, &c. [52i 51 Jan. 9

DINNEFORD'S FLUID MAGNESIA. The best remedy for ACIDITY of the STOMACH, HEARTBURN, HEADACHE, GOUT and INDIGESTION, and the best mild aperient for delicate constitutions, especially adapted for Ladies, Children, and Infants, and for *regular* use in Warm Climates.

DINNEFORD & CO.,
Chemists, London, and of Druggists and Storekeepers throughout the world.
N.B.—Ask for DINNEFORD'S MAGNESIA.
52i 549] Agents—A. S. Watson & Co., Hongkong. [10Ap

LAMPS! LAMPS!
FOR KEROSINE, PETROLEUM, AND PARAFFIN.

WRIGHT AND BUTLER, *Manufacturers and Exporters, Birmingham.* Table, Street, and Station Lamps and Lanterns of all descriptions. Chandeliers, Brackets, &c., in great variety. Lamps fitted with American or any other description of Burner. Patentees of the celebrated "*Eclipse*"—*No Chimney Burner!* Specially adapted for up-country districts, as all breakage of chimney is avoided, and the light given much greater than that of any other burner same size wick. Photographs and Books containing over 500 designs upon application. Indents must be sent through an English house or covered by drafts 30 days' sight. [52i 095 June 27

J. & E. ATKINSON, WHOLESALE & EXPORT PERFUMERY, AND FANCY SOAP MANUFACTURERS, 24, OLD BOND STREET, LONDON. Established 1799. *Exhibition Prize Medals.*—London, 1862—Prize Medal. Paris, 1867—Only Silver Medal. Cordova, 1872—Only Medal Awarded. Lima, 1872—The Silver Medal. Vienna, 1873—Grand Medal—"Progress."

Atkinson's Celebrated WHITE ROSE and other PERFUMES. Atkinson's Celebrated EAU DE COLOGNE. Atkinson's Celebrated BROWN WINDSOR SOAP, &c.

N.B.—All Perfumes, Lavender-waters, Eau de Cologne, &c., manufactured in bond, and shipped duty free at great reduction. PRICE LIST ON APPLICATION.

CAUTION.—Many spurious imitations are now sold of Messrs J. & E. ATKINSON'S Goods; orders should therefore be sent direct, or through commission houses of repute. Their goods are kept by all respectable dealers throughout the world. [52i 1160 July 25

NOTICE.

IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.

The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.

Hongkong, 23rd February, 1874.

Post-Office Notifications.

A mail will close

For Saigon.—Per *Gunga*, to-day, the 5th inst., at 9.30 A.M.

For Yokohama, Hiogo, Kobe, and Osaka.—Per *Bombay*, to-day, the 5th inst., at 1.30 P.M.

For Bangkok.—Per *Celestial*, to-day, the 5th instant, at 1.30 P.M.

For Shanghai, Hankow, Ningpo, Nagasaki, Chefoo, Taku, Tientsin, and Peking.—Per *Nizam*, to-day, the 5th instant, at 4 P.M.

For Saigon.—Per *Crocus*, to-morrow, the 6th instant, at 9 A.M.

For Swatow, Amoy, and Foochow.—Per *Douglas*, to-morrow, the 6th inst., at 9 A.M.

MAILS BY THE "*ENGLISH PACKET.*"

The English Contract Packet "*HINDOSTAN*" will be dispatched with the usual Mails for Europe, &c., on SATURDAY, the 5th June, at Noon.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 4th June.

The Post-Office will be open until 6 P.M. on the 4th June.

Letters, &c., may be posted during the night in the box left open for their reception.

Letters for registration will be received until 10 A.M. on the 5th June.

Letters may be posted until 10 A.M. on the 5th June, without late fee.

Letters posted after 10 A.M. on the 5th June, will not be forwarded unless the *Late Fee* of 18 cents each as well as the postage is prepaid.

The latest time for posting Letters at this Office is 11 A.M., and for Newspapers, Books, or Patterns 10 A.M. on the 5th June.

Late letters (but Letters only) addressed to the United Kingdom *via Brindisi*, or to Singapore, may be posted on board the Packet from 11.30 A.M. to 11.50 A.M., on payment of a *Late Fee* of 48 cents each in addition to the postage.

ALFRED LISTER,
Acting Postmaster General.
General Post-Office,
Hongkong, 24th May, 1875.

The Packet "*OCEANIC*" will be despatched on SATURDAY, the 5th June, at 3 P.M., with the Mails—

For Yokohama, San Francisco, and the United States.

The Post-Office will be open for the reception of Ordinary Letters, Books, Newspapers, &c., until 2.30 P.M.

Letters can be posted on board the Packet from 2.30 P.M. to 2.50 P.M. on payment of a Late Fee of 12 cents in addition to the Postage.

The Prepayment of the Postage to the above places by this route is compulsory. Correspondence insufficiently prepaid will be forwarded by the English Packets.

Correspondence addressed to Yokohama, and the United States, must be superscribed per "*OCEANIC.*"

ALFRED LISTER,
Acting Postmaster General.
General Post Office,
Hongkong, May 31st, 1875.

MAILS BY THE "*FRENCH PACKET.*"

The French Mail Packet "*DJEMNAH*" will be dispatched on SATURDAY, the 12th June, at noon, with the Mails,—

To and through the United Kingdom *via Marseilles*; to France and other Continental States (in a closed mail to France), to Saigon, Singapore, Galle, Adelaide, Melbourne, &c., Aden, Seychelles, Reunion and Mauritius, Suez and Alexandria.

The Post Office will be open for the reception of Ordinary Letters, Newspapers, Books, &c., until 11 A.M. on the 12th June, after which no Letters can be received.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 11th June.

Letters for Registration will be received until 10 A.M. on the 12th June.

ALFRED LISTER,
Acting Postmaster General.
General Post Office,
Hongkong, 29th May, 1875.

MAILS BY THE "*UNITED STATES' PACKET.*"

The United States' Mail Packet "*GREAT REPUBLIC*" will be dispatched on TUESDAY, the 15th inst., at 3 P.M., with the Mails—

For Yokohama, San Francisco, the United States, and the United Kingdom.

The Post Office will be open for the reception of Ordinary Letters, Books, Newspapers, &c., until 2.30 P.M.

Letters can be posted on board the Packet from 2.30 P.M. to 2.50 P.M., on payment of a Late Fee of 12 cents in addition to the Postage.

The Prepayment of the Postage to all the above places by this route is compulsory. Correspondence insufficiently prepaid will be forwarded by the English Packets.

Correspondence addressed to Yokohama and the United States must be superscribed per "*GREAT REPUBLIC,*" and that addressed to the United Kingdom must be superscribed "*viâ San Francisco.*"

ALFRED LISTER,
Acting Postmaster General.
General Post Office,
Hongkong, 1st June, 1875.

Correspondence for New Zealand viâ Torres Straits.

A considerable amount of Correspondence being received directed to New Zealand *viâ Torres Straits* it is notified that the New Zealand Post Office has declined to receive Mails by that route, hence there is no alternative but to forward such Correspondence *viâ* Galle.

Persons who are anxious to avail themselves of the Torres Straits Steamers to communicate with New Zealand should address their letters, &c., to the care of an Agent at Sydney.

ALFRED LISTER,
Acting Postmaster General.
General Post Office,
Hongkong, 20th May, 1875.

Arrangements having been made under which Mails for London arriving at Suez from China by Private Ships will be forwarded to destination viâ Brindisi, it is hereby notified that the rates of postage, *which must be paid in advance*, on correspondence addressed to the United Kingdom so forwarded, will be as follows, viz.:—

For Letters	24 cents per half ounce.
For Newspapers	8 „ each.
For Books and Patterns: not exceeding	1 ounce 4 cents.
„	2 „ 6 „
„	4 „ 12 „
every additional	4 „ 12 „

F. W. MITCHELL,
Postmaster General.
General Post Office, Hongkong.

It is hereby notified that a line of British Mail Contract Packets has been established between Aden and Zanzibar, which, with connecting lines, will afford a regular means of conveyance of correspondence from Hongkong for the foreign ports on the East African Coast, as well as for Natal and the Cape Colony, St. Helena and Ascension, and that henceforward the postage, *which must be paid in advance*, on letters addressed to Zanzibar, Mosambique, Delagoa Bay, Natal, the Cape of Good Hope, and Ascension, will be 20 cents for each half-ounce, newspapers 2 cents each.

F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

It is hereby notified for general information that, on and after the 1st January, 1875, the Postage on Correspondence forwarded by *Private Ship* to the Straits Settlements must be prepaid at the following rates, viz.:—

For Letters	8 cents per ½ ounce.
For Papers	2 „ each.
For Book Packets and Packets of Patterns	6 „ for each 4 ounces.

The registration fee on such correspondence is Twelve cents for each Letter, Paper or Packet.

F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

The Post Office of Victoria (Australia) having given notice to the General Post Office in London that articles of Jewellery received in that Colony are chargeable with Customs Duties, the undersigned considers it necessary to make this Regulation known to the Public, and to state that any letters or packets containing such articles sent through the Post are liable, with their contents, to be forfeited.

F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

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